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WORLD SUPERBIKE • PREVIEW •

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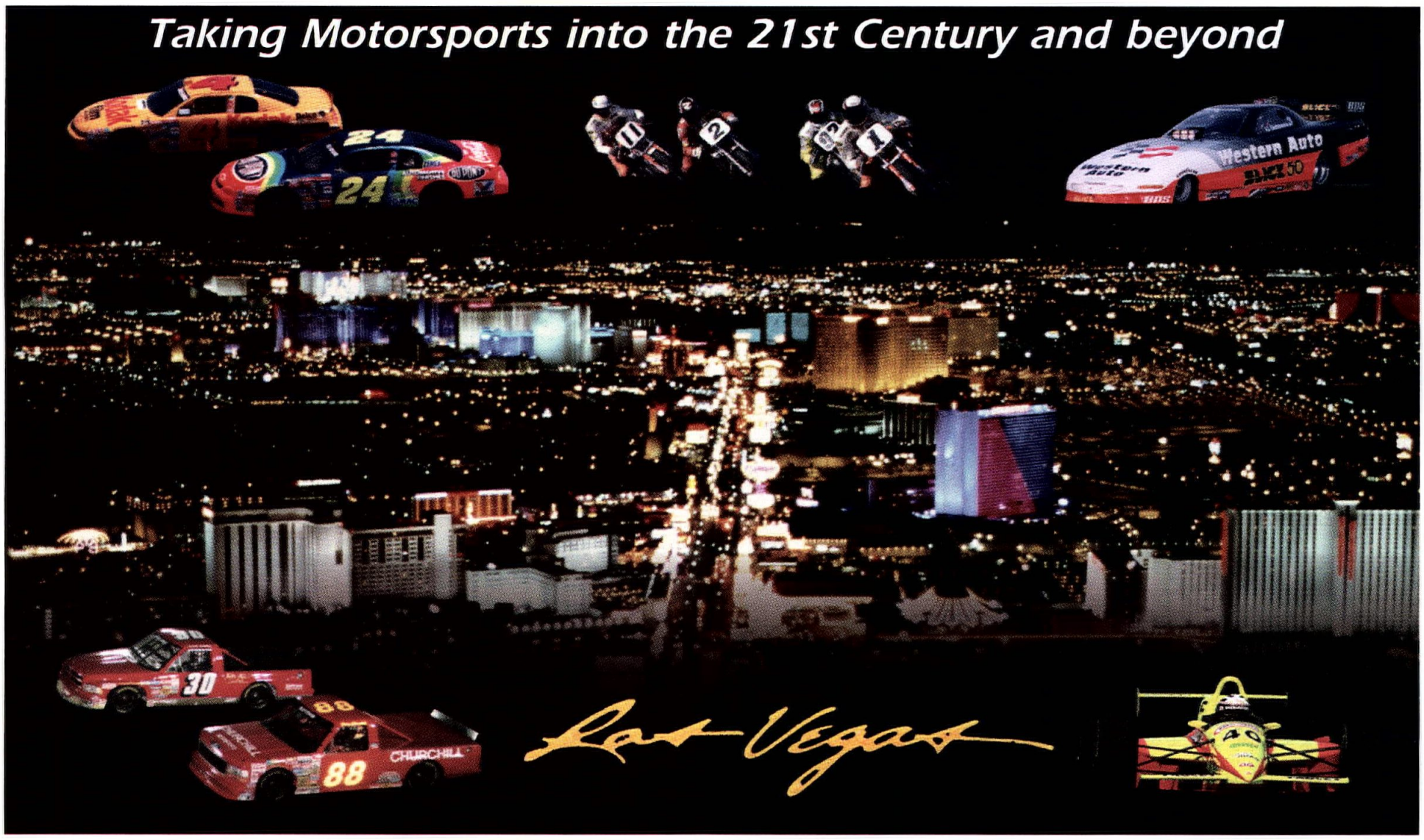

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At the 29th annual running of the **Mammoth Motocross**, held in Mammoth Lakes, California, June 27-30, **Ryan Hughes** (Kaw) was the big winner on the weekend, taking two firsts and a second in the three classes he entered. On Friday, Hughes took the Open Pro-class title, followed by **Lance Smail** (KTM), and **Ty Davis** (Kaw). On Saturday, **Mike Craig** (Hon) took the win in the 125cc Pro class, while second place went to Hughes. **Doug Dubach** (Yam) finished third. On Sunday, it was again Hughes taking the win in the 250cc Pro class, topping **Dustin Nelson** (Kaw) and Dubach.

Lance Smail (KTM) was the winner in the AMA Western National Four-Stroke Motocross Series, which was held on Friday, June 28, in conjunction with the Mammoth Motocross. **Mike Young** (Hbg) took second-place honors and **Spud Walters** (Hon) finished third. With the win, Smail inched to within six points of Young in the series point standings, 224-218. Walters trails the two in a distant third with 148.

Shayne King (KTM) won round seven of the World Championship 500cc Motocross Series held in the Czech Republic on June 30. **Dietmer Lacher** (Hon) finished second, and reigning World Champion Joel Smets (Hbg) finished third. King's fourth GP win of the season moved him to within eight points of series points leader Smets, 207-199. Lacher trails in third with 153 points.

Scott Plessinger (KTM) won the fifth round of the AMA National Championship Hare Scrambles Series in Berkshire, New York on June 30, topping **Rodney Smith** (Suz) and **Randy Hawkins** (Suz). Duane Conners (Yam) and Jason Dahners (KTM) rounded out the top five finishers.

Tom Norton (Yam) took the win in round six of the NETRA Hare Scrambles series, held near Chelsea, Vermont, on June 30. Norton was followed across the line by **Josh McLevy** (Hon), **Todd Levesque** (Yam), Wes Clarke (Hon) and **Dave Gunn** (KTM).

Rounds two and three of the AMA/NATC National Championship Trials Series were held in Mount Olive, Illinois, on June 29-30. **Mark Manniko** (G-G) was the overall winner on Saturday, followed by **Ryan Young** (G-G) and Raymond Peters (Sco) in third. The riders were greeted with much tougher sections in round three on Sunday, at their request, and Young proved he was up to the challenge by tallying the lowest score to take the win. **Lonny Hallsted** (Bet) took second-place honors and will now stay in America to compete in the rest of the series after a long training and competition hiatus in Europe. **Geoff Aaron** (Bet) finished in third.

A memorandum from AMA Director of Competition **Merrill Vanderslice** clears the Honda CBR600 F-3s ridden at the Laguna Seca round of the 600cc Supersport Series by Miguel DuHamel, Gerald Rothman and Andrew Stroud of any illegalities. The AMA impounded cylinder heads, crankshafts, and pistons and rods from the three Hondas. "To assure a proper comparison, samples of the same components were obtained from a CBR600 which came from the showroom floor of a Honda dealership," Vanderslice said. "AMA Pro Racing's sample parts, which are provided by the manufacturers for technical inspection purposes, were included in the test as well. The pistons, pins, rods and crankshafts were measured utilizing high-precision machine-shop inspection tools. Weights were determined on certified scales from Mettler/Toledo Scale Corporation of Columbus, Ohio. The cylinder heads were examined by Motorsports Research and Development of Columbus. This inspection involved the use of a very precise coordinate measuring machine to compare the location and sizes of two combustion chambers and two sets of ports. The information acquired consisted of points, lines and splines showing that the ports and combustion chambers of the heads in question are very close in size and location. The small differences observed are apparently due to slight core shifts that can occur in the casting process. Valve angles, valve spacing and head thickness were all checked and compared. The results of these tests indicate that these parts appear to be within generally accepted manufacturing tolerances."

Officials with the Central Pennsylvania Teamsters Health and Welfare Fund have reversed an 8-year-old policy of denying **health-care benefits** to union members injured in motorcycle accidents, according to the AMA. The decision means that motorcycling Teamsters will be eligible for the same benefits, including major medical coverage and weekly disability payments, as their non-riding co-workers. By reinstating those benefits, Teamsters officials eliminated one of the longest-lasting examples of health-care discrimination against motorcyclists in the United States. The AMA, Teamsters members in Pennsylvania and concerned motorcyclists from across the country have been trying to get Central Pennsylvania's discriminatory policy reversed since it was announced in the fall of 1988. At the center of this effort since the beginning has been Teamster and AMA member Jerry Stemple. He was the first person to alert the AMA about the Teamsters plan to restrict health-care benefits, and he has fought the policy ever since by collecting signatures on petitions, attending union local meetings, and coordinating mass mailings to his fellow union members through the AMA.

According to a press release from the **Excelsior-Henderson Motorcycle Company**, the Super X heavyweight cruiser will be unveiled at the Sturgis Rally & Races on August 5 in Sturgis, South Dakota. Company management and the development team of the 1386cc Super X will be on hand for the invitation-only opportunity to view the new motorcycle. There will also be a public viewing on August 5 from 1 to 2 p.m. at the Excelsior-Henderson display tent at the Days Inn on Highway 14A and I-90.

A "Welcome to Homestead" party will be held prior to the CCS road race on July 14 at the **Metro Dade Homestead Motorsports Complex**. The pre-race party will be held at the Sports Page Pub in Homestead on July 13 at 7:30 p.m. and all riders, crew and fans are invited to attend. For more information, call Henry DeGouw at 561/793-3394.

The one-hour television show titled **"Vegas to Reno Offroad Race"** will be aired on ESPN2 at midnight on July 4 and rebroadcast on July 21 at 8 a.m. Produced by Casey Folks and directed by Dan Walsh, the coverage of the longest off-road race in the U.S. is "some of the best two-wheeled coverage I've ever seen," says host Larry Huffman. "The helicopter shots of eventual winner Ty Davis at 100 mph is worth the price of admission."

According to Laguna Seca Raceway general manager Scott Atherton, ticket sales for the **United States World Superbike Championship** at Laguna Seca on July 19-21 are at an all-time high. "Tickets are moving at a record pace, with only a handful of Pit Row Suite tickets left, and less than 500 Paddock Passes remaining. Ticket sales this year are substantially ahead of last year, indicating a record number of fans for this, the only FIM event held in North America."

Ducati riders attending the World Superbike round at Laguna Seca Raceway in Monterey, California, on July 19-21 will have special parking privaledges and can purchase Ducati VIP passes at Ducati dealerships which will get them on "Ducati Island." The passes are good for not only the World Superbike round, but also for the remaining AMA Superbike Nationals.

Harley-Davidson SuperTwin competitor **Richie Morris** suffered fractures in his neck and collarbone in his turn-10 crash at the New Hampshire International Speedway on June 16. Morris will likely miss the next two races on the AMA National Championship Road Race Series schedule.

Kyle Lewis (Yam) won the Florencia Motocross in Guatemala, recently, topping **Pedro Gonzalez** (Hon) to take the overall win. Costa Rica's Adrian Roberts (Kaw) and Rodolfo Pena (Kaw) finished third and fourth, respectively, with American **Paul Lindsay** (Kaw) finishing fifth overall.

Former AMA 250cc Grand Prix mechanic **Dave Ray** has opened a motorcycle tuning shop in Los Angeles, California, specializing in the service and repairs of all Japanese motorcycles - old and new. Ray also plans on doing vintage engine resoration work. For more information, call Ray at 310/699-6949.

The city of **Ventura**, California, will hold a government meeting on either July 2 or July 4 to discuss a new motocross facility which is scheduled to be built at Lake Pirv. Supporters of the track are urging motorcyclists to attend the meeting. For more information, call Ed Jones at 818/889-5913.

Karcher Pressure Washers have signed on to become the official pressure washer of the AMA National Motocross Series. Kelcher is supplying washers to be used as spectator prizes at all AMA National MXs in 1996 and is also supplying washers to AMA Pro Racing.

Monte Darling will be retiring from the

New Greenies

KX250

Kawasaki Motors Corp. USA, has finalized the details and revisions for their 1997 motocross and off-road motorcycles, which will be released sometime this summer.

All of the bikes feature new graphics and color schemes which see a return to the mostly lime-green Kawasaki's of the past. The purple radiator shrouds and fork guards have been replaced with green shrouds on the tank and white guards on the forks. The seats will stay purple and new checkered-flag-style graphics will grace the radiator shrouds and fuel tanks.

The KX60 received a stronger chain and a fuel-tank cap check valve - so did the rest of the motocross and off-road lineup - to reduce fuel seepage. The KX80 and KX100 both have revised front and rear disc brakes with dual-piston front calipers to increase stopping power, and new brake hoses that make brake bleeding easier.

The KX125 and KX250 feature many small changes and revisions to improve the existing designs. Small motor changes abound within each machine, with the KX125 receiving a thinner base gasket that increases compression and changes the port timing for more power everywhere, and the KX250 getting a new piston with thinner rings to reduce friction and increase power. Both bikes got heavier flywheels to get the power to the ground and increase rear wheel "hook-up." The bikes also feature larger water-pump bearings for improved durability and new rear hubs that have two bearings on the drive side and improved dust seals for durability.

In the suspension department, the Uni-Track rocker arm has been changed for a more progressive suspension stroke. The front forks have a new piston in the cartridge that controls oil flow better, and a larger fork cylinder to provide more accurate dampening control. The front-brake master cylinder is smaller in diameter to reduce required lever pressure, and the brake caliper pistons are smaller to improve feel.

The frames have larger box-section beams to increase lateral, longitudal, and torsional rigidity improving traction and suspension movement in severe conditions. The bikes will come with the revised swingarm that the motocross team had homologated last year for racing purposes which are slightly longer for better starts, and are stronger for increased durability and rigidity. Kawasaki has also installed larger footpeg brackets for greater strength.

The "old-faithful" KX500 has received only minor changes as well, with the most significant change being the front fork. The bike has finally picked up the 46mm fork that graced the front of the 1996 KX125 and 250. The bike also picks up the revised double-bearing drive-side rear hub and a steel steering shaft for increased durability.

The versatile KDX200 is relatively unchanged except for getting 10-percent-stronger clutch springs for increased clutch life.

The real surprise in the whole Kawasaki lineup is the new KDX220. Although it is basically the same bike as the KDX200, the added 20cc of displacement is for those who want to run with the 250s. The bike is said to feel almost up to par on power with modern 250s, but torque and low-end power is where the focus was aimed.

IN THE WIND

motorcycle division of American Honda Motor Co. on July 1 after 27 years with the company. Darling is best known for his racing endeavors in the 1950s and '60s on BSAs and Hondas. Darling is now living in Rathdrum, Idaho.

Mikuni's **Fast Dates** calendar models will be the official World Superbike trophy girls at the upcoming round of the World Superbike Championship at Laguna Seca Raceway on July 19-21. The girls will attend press and fan functions, and will escort the factory riders to the starting line as well as presenting the winners with their trophies on the victory podium and accompanying them on their victory parade lap. The models will also use the weekend to shoot with photographer Jim Gianatsis and the World Superbike teams for next year's Fast Dates calendar. The models will also be autographing calendars at the Fan Party which will take place at the Doubletree Hotel on Friday night, July 19 and at the Laguna Seca souvenir store on Saturday, July 20 from 11:30 a.m. to 1 p.m. and Sunday, July 21 from 10:30 a.m. to noon.

O'Brien Racing Products will be trackside at the inaugural Spokane (Washington) Playfair Half-Mile races on July 20. ERC Racing Gasoline, Goodyear dirt track tires and a full line of dirt track parts and accessories will be available in the pit area. For more information, call 408/758-4905.

AMA Pro Racing has announced that a round of the **1997 AMA National Motocross Series** has been added to the schedule and will take place at Glen Helen Raceway in San Bernadino, California. The race will be the third round of the series and will be held on May 11.

Road racer **Matt Wait** has been disqualified from his victory in the Progressive Insurance Harley-Davidson TwinSport Series round at the New Hampshire International Speedway on June 16 for illegal cylinder-head modifications. Wait was earlier disqualified for a similar infraction at the Mid-Ohio round of the series on June 2. The two penalties drop Wait to seventh in the series standings. **Ben Bostrom**, the winner of three events, has a 37-point lead over Wait's younger brother, Nate, with four rounds remaining.

OPENED: Yoshimura's home page on the World Wide Web. The site can be found at the following address: http://www.yoshimura-rd.com.

MOVED: On Two Wheels Entertainment Inc., to 39 Argonaut Dr., Unit A, Aliso Viejo, CA 92656. The new phone numbers are: 714/462-9180 (phone) and 714/462-9192 (fax).

MOVED: Works Connection, to 6070 Enterprise Dr., Suite K, Diamond Springs, CA 95619. The new phone numbers are: 916/642-9488 (phone) and 916/642-2174 (fax).

OPENED: The Chevrolet Pikes Peak International Hill Climb's home page on the World Wide Web. The site can be found at the following address: http://www.motorcity.com/~ppihc.

AUTOGRAPH SIGNING: At Chenango Import Motors Inc., in Utica, New York, on Friday July 19 beginning at 6 p.m. Team Honda's Jeremy McGrath and Steve Lamson are scheduled to appear. For more information, call 315/768-1077.

APPOINTED: Rich Caulfield, senior program manager for the ESPN and ESPN2 cable sports networks, to senior vice president of programming and acquistions, for Atlanta-based Seals Communications Corportation (Sealsco). Sealsco has also announced the promotions of John Bonner to senior vice president chief administrative officer; Joseph J. Child to senior vice president finance and operations; Scott McLemore to vice president promotions group; Scott Dewey to vice president marketing group; and Matt Dill to director of communications and business development.

CORRECTION: Road racer Jim Leslie rides a Hooter's Racing-backed Suzuki GSXR750 and not a Kawasaki as reported in the June 26 issue of *Cycle News*.

AUTOGRAPH SIGNING: At Maple City Cycle in Goshen, Indiana, on July 5 from 6 to 7 p.m. Team Kawasaki's Jeff Emig, Ryan Hughes and Damon Huffman are scheduled to appear. For more information, call 800/KAW-RACE.

AUTOGRAPH SIGNING: At Buck's Suzuki/Yamaha in Valparaiso, Indiana, on July 5 from 6 to 7 p.m. Members of Team Suzuki's MX team are scheduled to appear. For more information, call 219/477-4700.

BORN: Alexander James Rosno, to road racer Dave Rosno and his wife Amy in Delafield, Wisconsin, on April 7.

OPENED: Road racer Shawn Higbee's home page on the World Wide Web. The site can be found at the following address: www.arix.com/higbee/index.html.

OPENED: American Motorcycle Racing Team's (AMRT) Superbike Series Fan Guide. The guide can be found within the *Cycle News* On-Line site on the World Wide Web. The address for AMRT's Guide is as follows: http://www.cyclenews.com/AMRT. "AMRT is excited to provide the Fan Guide to users of the ever-growing internet user base," said Malcolm Hill, AMRT President. "We believe its location within the *Cycle News* website, its quality and our intent to continually have new material featured will maximize its interest and use."

OPENED: The Kenny Roberts Group home page on the World Wide Web. The site can be found at the following address: http://www.spcc.com/robertsgroup.

Congressional hotline

We have provided this information as a public service for the readers of *Cycle News*. Take the time to let your senators know exactly how you feel about the issues that are meaningful and important to you. They represent you and need to know how you feel in order to make informed decisions that represent your interests and concerns.

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AZ	R	**McCain, John**	senator_mcCain@mccain.senate.gov
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VOICES
Letters to the editor

Trials snafu

We enjoyed the article on our World Trials round (Issue #24, June 19) and the excellent photos which accompanied it . However, we'd like to point out that while British Columbia does indeed possess mountainous regions and excellent trials locations, the event took place in Alma, which is in Northern Quebec.

Marilynn Bastedo
General Manager, Canadian Motorcycle Association
Hamilton, Ontario, Canada

British Columbia?

How could Peter Sengai be a witness to the fifth round of the World Championship Observed Trials Series and state that it took place in the "mountainous region of British Columbia" and in the Briefly... section state that Alma is "only 20 miles short of the Arctic Circle" when in fact Alma is at the other end of Canada, in the Province of Quebec, on the Saguenay River near its major affluent La Saint-Jean and some 133 miles from Quebec City and some 1240 miles south of the Arctic Circle.

I really wonder who briefed him about the quite accurate reference to "Alcan, the huge Canadian aluminum manufacturing plant?" As for the reference to "mountainous" - the area around Lac Saint-Jean is fairly flat; the nearest mountain is only some 2224 feet high, a midget compared to the Rockies of British Columbia where heights there soar as high as 13,000 feet.

On the other hand, in the same issue, I found Paul Carruthers' Teardown article exceptionally good (about privateer Brett Metzger's surprise third at the checkered flag at Mid-Ohio).

Robert Charbonneau
Montreal, Quebec, Canada

While Peter Sengai isn't the first reporter to write a story from an event he didn't attend, he is the first to have failed so miserably in Geography 101. We regret the error... Editor.

Cruisin'

I really enjoyed your Teardown column (Issue #26, July 3). It brought back a lot of good memories of my friends and myself cruising in Newport and Huntington Beach on sportbikes and "pulling the chicks."

The next time you go to Cook's Corner, be sure to take the 1996 Suzuki GSXR750 (for the guy on the BMW R69), the Luca Cadalora replica Arai, and the way-cool Airwalks.

Kevin Henriques
Lancaster, CA

Circa 1977

Having *never* made an error of any kind myself, I felt compelled to inform you of a correction regarding the photo of Bruce Ogilvie in the "Looking Back" section from last week (Issue #26, July 3). The year was probably 1977 and not 1971 as the bike he is on is a 1977 Harley 250 MX, not his Harley Baja 100. Note the complete front end he chose was from a 1976 Yamaha YZ250/400, air canisters and all. Now be honest, was this one of those "backwards photo" contests?

Lee Fabry
Monrovia, CA

Thanking the Rocket

Although "Rocket Rex" Staten and a young mechanic from Pro Circuit named Buddy aren't necessarily affiliated professionally, they indeed are both generous, unassuming guys. At this year's recent Mammoth Motocross, I being both a rookie as well as an Amateur racer, suffered potentially weekend-ending bike hardships.

When the chips were most down, these two gentlemen were the only two capable of getting me back on the track. Without hesitation, the two of them in their own way contributed to my success at the races. They provided me with sound components, good technical advice and, most importantly, showed me that camaraderie has nothing to do with your speed.

You guys, along with the great Mammoth event, rekindled my stoke for motocross racing and its fraternity.

Greg LePesh
Los Altos, CA

New fan

I just returned from the Southwick National Motocross and the racing was great. It's easy to get fixated on the factory rider and stars - they are incredible. But when a knowledgeable spectator pointed out two privateers riding the National circuit, who live in the area, I decided to keep my eye on them.

They were amazing to watch. They rode with all their hearts and gave it everything. Tony Lorusso and Scott Carter charged up the crowd and got me pumped as well. It's racers like them, along with Scotty Sheak, Buddy Antunez and Robbie Reynard, that keep me going back to professional motocross events. They never give up.

Jeff Caldwell
Lewiston, NY

Stolen

I just finished renewing my subscription to *Cycle News* as it has become my only way of enjoying the sport I love.

Two weeks ago, after racing in the Budds Creek Amateur National, my new 1996 Suzuki RM125 (serial number-js1rf15a 2t2100584) was stolen along with my gear. Yes, it was all locked up.

It seems that the popularity we have all wished for the sport has brought in a less than desirable element. The hardest part to deal with is that I'm sure the person who stole the bike has no idea that it took me two years to save up for the bike, or the time and money I put into it so I could race. Unfortunately, even if I had the money to replace it (I don't and it wasn't covered by insurance), the dealers don't have any more left.

I sure hope the 1998 model doesn't cost $8000. Thanks for putting out such a quality publication.

Andrew Bare
Phoenixville, PA

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ON THE FRONT COVER

Yamaha's Colin Edwards II returns to America for the Laguna Seca World Superbike round. For a preview, see page 18. Photo by Gold & Goose.

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Round 7: Dutch Grand Prix

Teamsters

Alex Criville (4) gets the jump on the field at the start of the Dutch Grand Prix. Scott Russell (11), Michael Doohan (1), Loris Capirossi (65) and Alex Barros (7) give chase.

By Henny Ray Abrams

ASSEN, HOLLAND, JUNE 29

It was team day at the Dutch TT in Assen, with the top two spots in each of the three solo races being won by teammates for the first time ever at a Grand Prix.

The 500cc result was the least surprising of them all, Repsol Honda's Mick Doohan enduring a rain interruption and the persistence of his teammate Alex Criville to take his fourth win in a row before a wet and cold crowd of 101,000. Like some of his other wins, this one was calculated, the two-time World Champion waiting until the final stages before stamping his authority on the race at the Circuit van Drenthe in northern Holland. The lead changed hands three times on the final lap and it was nearly four when Criville tried a desperate maneuver in the final chicane. Instead of making the pass he overshot the corner and had to slow dramatically just to get his NSR500 turned. Doohan's win was made to look more convincing, though he was ahead on aggregate time for the last three laps and could have finished second on the track and still won.

"I'm always happy when I win," the broadly smiling Doohan said. "I thought it was going to be difficult today. I don't like this place. It's common knowledge. When I do win here it gratifies me. This place worries me. The last two weeks I've been thinking about this place a lot. To come here and win, I'm just ecstatic."

"I made a couple of mistakes and paid for them," Criville said. "To win the race I had to make up the three-tenths advantage Doohan had over me when it was stopped after eight laps. I tried as hard as I could, but made the first mistake when he was in my slipstream and it allowed him to pass me on the straight. I got ahead, but again he went by me, and although I never gave up, it was impossible for me to catch him again."

The race had been stopped on the ninth of 20 laps by heavy rain in one part of the course. After about a half-hour delay, the race began again and the final 12 laps were run. Doohan completed the combined 20-lap, 72.2-mile race in 41 minutes, 29.912 seconds at an average speed of 108.693 mph. His margin of victory on aggregate time was 1.496 seconds.

Honda Pileri's Alex Barros finished third on time and fourth on the track. He was passed at the very end by Lucky Strike Suzuki's Scott Russell who admitted that he'd forgotten that he was behind on aggregate time, hadn't been watching his pit signals, and waited too late to pass Barros, who was slowed at the end of the race with misting problems on his visor. Though Russell crossed the line in third, he was more than 2.5 seconds behind on combined time on a machine that was clearly down on top speed. Most humiliating of all was that, thinking he was third, he went to the podium ceremony only to be told the harsh truth.

Behind him came the Marlboro Yamaha Roberts teammates Kenny Roberts Jr. and Norifumi Abe, the pair finishing in the opposite order on the track, but Roberts taking his career-best fifth-place finish by nearly five seconds after the times were added.

Lucky Strike Suzuki pinch-hitter Terry Rymer came seventh, the Daryl Beattie stand-in less than half a second behind Abe after not being able to match the pace he'd set in the first part of the race.

Juan Borja gave the Elf its best finish, bringing it home ninth, one better than a quartet of factory Hondas. Repsol Honda's Shinichi Itoh was 10th, then the Fortuna Honda Pons pair, Carlos Checa and Alberto Puig, and Repsol Honda's Tadayuki Okada.

Doohan's fifth win in seven tries this year not only extends his points lead to 53 over Criville, who moves into second today, but also moves him into a tie for third in career GP wins with Eddie Lawson. Both have 31 and Doohan will certainly add to that total. Only Giacomo Agostini and Mike Hailwood have more. Doohan leads Criville, 146-93, with Barros moving into third at 83, two in front of Kanemoto Honda's Luca Cadalora.

Cadalora was a non-finisher for the second time this year, pulling off the track again when he didn't like the way his Kanemoto Honda was steering. Whatever he'd done to the machine overnight to affect the setup certainly didn't work, since he wasn't able to come within three seconds of his qualifying time.

Racing in his 100th GP, HB Honda Germany's Ralf Waldmann won a crash-marred 250cc GP, sensibly slowing when a light rain began to fall in the early going. The rain took out a number of the front-runners including Waldmann's closest pursuer, the pole-sitter Olivier Jacque of the Chesterfield Elf Tech 3 team, on the 12th of 20 laps, allowing Waldmann to cruise to a definitive win.

"Of course I am ever so happy," Waldmann said after beating his HB Honda Germany teammate Jurgen Fuchs by 16.598 seconds. "To win my 100th Grand Prix is a very special gift for me." But Waldmann later admitted that "it was a little bit easier today than

normal with Max Biaggi suffering from his injuries."

For Fuchs it was a career best and first podium. Like Waldmann, the German also benefited from the misfortune of others. In his case it was Frenchman Jean-Philippe Ruggia who lost a certain third place when his engine seized, causing him to crash in turn one with less than four laps to go. That handed the final podium spot to the ailing World Champion Biaggi.

Biaggi's race was mostly decided on Friday afternoon. That's when the Chesterfield Aprilia rider made the foolish mistake of crashing after a wheelie, injuring his back and left hand and effectively ending his threat to win. He was never close to being competitive and was lucky to be on the podium, finishing about 3.5 seconds behind Fuchs.

"My back was hurting a lot all the way through the race," Biaggi said. "I just want to say that third was the best I could possibly do in this situation. Sometimes you can overcome the pain, and that's what I did today."

Holland's Jurgen van den Goorbergh was a popular fourth, rightfully pointing out that it was the best he could do without a factory bike.

It appeared the race might be stopped in the early going by a five-rider pileup that began when Regis Laconi fell. His machine was hit by Spaniard Jose Luis Cardoso who suffered a broken pelvis. That was the worst of the injuries.

Waldmann completed the 18-lap, 67.6-mile race in 38 minutes, 30.306 seconds at an average speed of 105.429 mph.

By finishing third Biaggi was able to stretch his World Championship points advantage 60 points, 161-101, over Waldmann, who took over second from Marlboro Rainey Yamaha's Tetsuya Harada, 10th today on an ill-handling machine.

True to form, the 125cc GP was a classic with seven different race leaders and five riders starting the last lap in a tightly knit pack. Cepsa Effeuno Mateoni's Ivan Goi began the final tour just in front of Rheos Molenaar Racing's Haruchika Aoki, Team UGT Europa's Tomomi Manako, Cepsa Effeuno Matteoni's Emilio Alzamora, and Docshop Racing's Noboru Ueda. Alzamora came through the pack on the run down the back straight, taking teammate Goi and Manako with him, with Alzamora taking the lead on the run to the final chicane. From there to the flag is a short jaunt and Alzamora secured a clear victory by 0.728 seconds. It took the fastest lap of the race on his last go-around for the Spaniard to secure the victory over his teammate.

Second wasn't as clear-cut, three riders crossing the line almost in unison with fifth place minutely farther back. Goi ended up second, 0.005 second in front of Aoki, who had but 0.057 on Ueda. Manako was fifth another 0.056 back.

Alzamora completed the 17-lap, 64-mile race, run on a rapidly drying track, in 39 minutes, 8.050 seconds at an average speed of 97.971 mph.

Aoki maintains his commanding lead in the World Championship, holding 130 points, a full 49 more than Alzamora. Ueda is third with 79.

The most exciting race of the day was the Thunderbikes, featuring seven different leaders in the 14-lap race with four riders going for it right to the flag and 0.207 second separating first to fourth. The very popular win went to Dutchman Jeffrey De Vries on the Motoport Yamaha who led only the furious final lap and then not by much. He crossed the line 0.012 second in front of Honda France's William Costes with Yves Briguet third and Dutchman Wilco Zeelenberg was a shadow fourth on the DC Racing Team Honda.

His second-place finish moves Costes to the top of the championship standings after four of nine races with 65 points, six better than Briguet. De Vries is tied for third at 45 with Frenchman Adrien Morillas who dropped out today while leading.

The Sidecar GP also featured a thrilling end with the top two chairs coming together within a few turns of the finish while nearly 30 seconds in front of the field.

Dixon Racing's World Champions Darren Dixon and Andy Hetherington were marginally ahead when Schlossgold Racing's Rolf Biland and Kurt Waltisperg tried them on the inside in a late right-hander. Dixon moved down, the chairs collided, and both went spinning off the track, Hetherington getting thrown clear from the rig. He was quickly back in his place, and the pair took off and crossed the finish line 14.478 seconds in front of the Pneu Boesiger Racing team of Steve Webster and David James. The Guedel brothers, Paul and Charly, drove their BP Racing team chair to third. Biland was able to get going again and rode to sixth, with part of his bodywork missing and their tires smoking badly.

The win puts Dixon atop the World Championship charts after two of seven races. His 45 points are four better than the Guedels' with Webster third at 36.

250cc GRAND PRIX

By the end of the first of 18 laps in the 250cc race, it was clear that the winner would come from either the HB Honda Germany or Chesterfield Elf Tech 3 teams. Two riders from each team made up the front with the teams swapping the lead in the early going as the quartet left fifth place behind.

At first it was HB Honda's Waldmann in the front, then Chesterfield's Jacque, the two going back and forth and edging away from their teammates who had a similar fight of their own.

Waldmann led laps three and four, Jacque lap five, then Waldmann again for two before giving way to Jacque at the halfway flags. By then they had over three seconds on the battle for third, that pair clearing out from Biaggi who was well alone in fifth and hoping for a quick end to the race.

To start the second half of the race Waldmann again took the point, though only for a lap. By now it was raining on some parts of the track and dry in others and Waldmann was having second thoughts about continuing, motioning to officials as he crossed the finish line late in the race.

"This is a big problem at this circuit. It rains sometimes in one place while in others it doesn't," Waldmann said. "I even lifted my arm once to tell them to stop the race, but then the rain stopped again. From that time on it was just a question of finishing the race without any mistake." For him it was easy, for Jacque less so.

Early on the 14th lap Jacque crashed out of the lead after his rear wheel slid out.

"I turned around to see where Waldmann was and I saw he had slowed down. I was just going to do the same when the rear wheel let go suddenly like I was on ice," Jacque said. "It was awful because I was on my way to my first win with just a few laps to go."

The crash allowed Waldmann to set it on cruise control, the fight for third taking place about six seconds behind him. That race was decided in favor of the HB Honda rider also, but for a different reason.

Going into the first turn on the 15th lap, Ruggia's rear wheel slid out, but it wasn't rider error. The engine had seized pitching him over the top and onto his head. He was quickly up and unhurt, but out of the race and off the podium.

"My engine seized as I was going into the first turn," the Frenchman said. "It's a real shame because the bike was running much better than yesterday, as I showed at the start of the race. I saw the drops of rain and Olivier's crash, so I really didn't want to take any risks. My bike wasn't as fast as the other three, but I felt I could easily pass Fuchs on the last lap to take second. I knew where I was faster than him."

Ruggia's exit guaranteed that Fuchs' second place wouldn't be challenged.

"It is an incredible feeling," Fuchs said. "For me it is the reward for a long time of hard work. At the beginning I was able to follow Ralf and Olivier, but already after three laps I noticed that my rear tire was going down completely. I am not sure whether I could have kept Ruggia behind me, so it was really a relief when he was out. The last lap, when everything seemed to be settled, became very, very long for me, but the feeling of seeing the checkered flag was unbelievable."

Barros (7) leads Criville (4) and Doohan (1) early in the race. Doohan worked his way around both riders to take his fourth win in a row and the 31st of his career.

Relief was also on the mind of Biaggi at the end. The two-time World Champion could not have hoped for a better result and was better than eight seconds up on fourth place at the finish.

That was Dutchman Jurgen van den Goorbergh, who thought he might take a run at Biaggi until the rain increased in intensity. Van den Goorbergh had crashed in the morning warmup and thought better of it, settling for what was easily his best result of the season.

Fifth was something of a scrum, four different riders going at it to the bitter end, the order changing on the final lap after the pack had lost one of its own two from the end. Doria Benetton Honda's Tohru Ukawa crashed out of fifth position after getting rammed by MX Onda-SSP Competition's Luis d'Antin. Ukawa suffered a small fracture to the thumb of his left hand and was out of the race.

D'Antin continued on to finish sixth, a spot behind Mohag Aprilia's Eskil Suter, who passed him on the final lap. The last rider in the pack, Rheos Molenaar Racing's Nobuatsu Aoki, came home seventh.

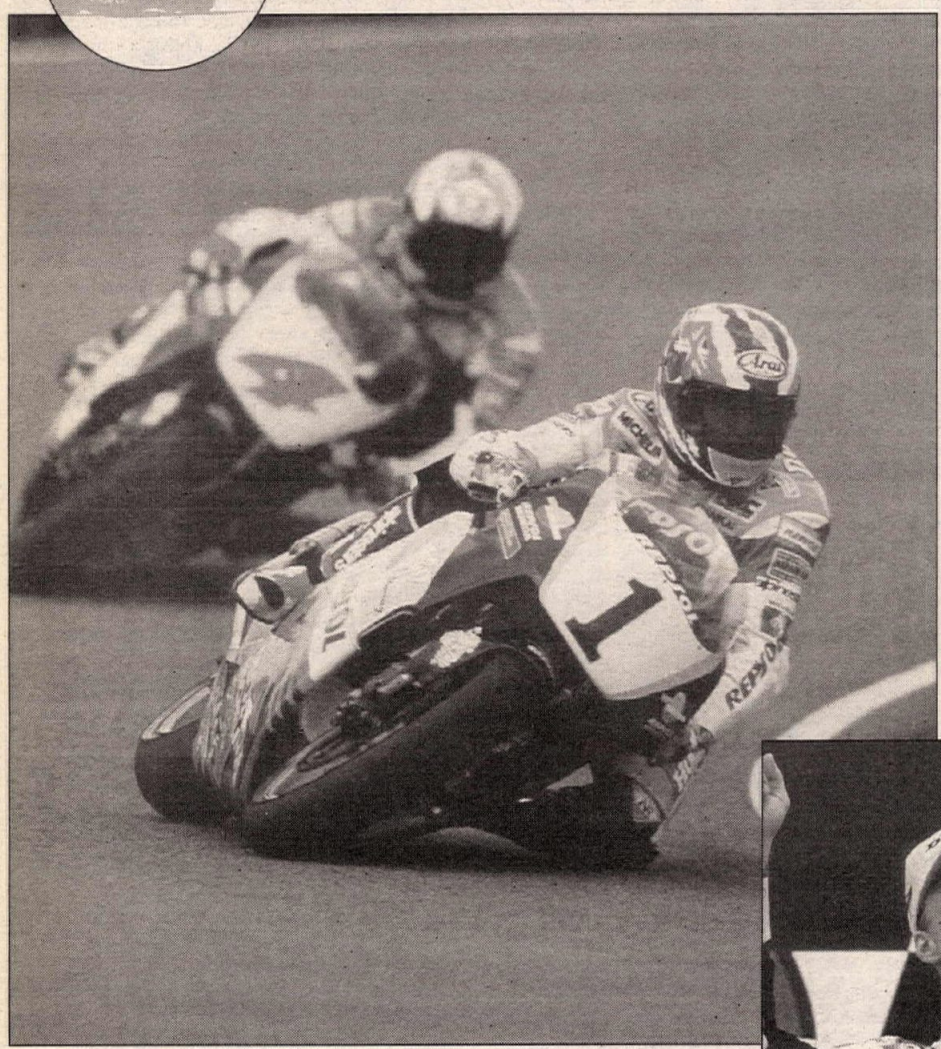
Edo Racing's Osamu Miyazaki got the better of Docshop Racing's Jamie Robinson for eighth, the pair separated by a 10th and only a second in front of Marlboro Rainey Yamaha's Tetsuya Harada, whose setup was well off.

500cc GRAND PRIX

Honda Pileri's Alex Barros got the jump on the 24-rider field, taking the Repsol Hondas of Criville and Doohan with him, the top three making a clean early break from the pack.

Using an inside line in *de Strubben*, a looping 180-degree left that leads onto the back straight, Doohan was by Criville and into second. A lap later and he did it to Barros in the same spot, but the Brazilian answered back on the back straight and managed to hold the spot. The pair played out the same act again on the fourth lap and it wasn't until the sixth that Doohan was able to make the pass stick. That time he did it on the brakes at the end of the front straight and was cleanly away. The next lap Bar-

Round 7: Dutch Grand Prix



ros fell victim to Criville and was about a second behind the lead Hondas when the lightly falling rain began to intensify, bringing out the red flag.

The order at the end of the eighth lap was Doohan, Criville, Barros, Capirossi, Russell, Rymer, Kenny Roberts Jr., and Okada. Doohan's lead at that point was 0.282 seconds, which meant that he could finish that far behind Criville and still win the race.

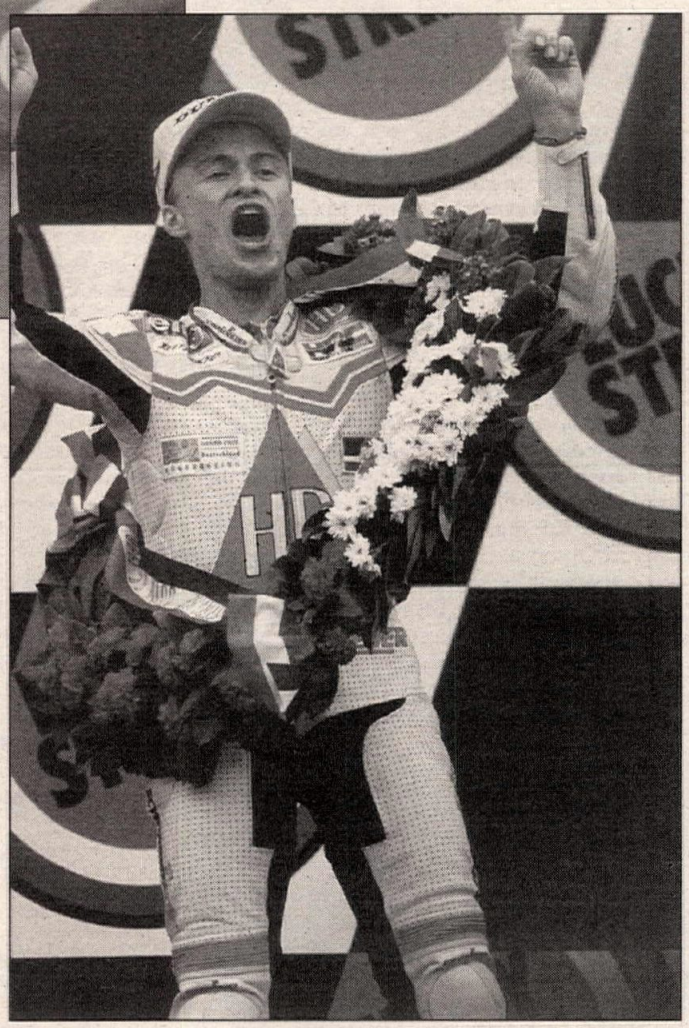
The finishing order determined the starting grid, with Doohan starting from the pole after a 30-minute delay and not getting away all that cleanly when his clutch acted up.

Criville was in front with Barros next, then Doohan and Russell. On the second lap Doohan was up to second and from then on he was on Criville's tail and losing more ground than he would have liked. With five laps to go he was better than a second behind on combined time, but was able to take back half a second on the next lap when Criville ran wide exiting the chicane, then got into a big slide a few corners later. The Spaniard was under attack and showed it, riding nervously as Doohan made his presence felt. Doohan, meanwhile, was calm and fluid, waiting for the right minute to pounce.

"Criville started to build up a big lead and I really started to think that I would not be able to catch him," Doohan said. "The other guys in front were not making any impression on him so I decided that I just had to get ahead of them again if I was to stand any chance of winning. I got my head down but kept distracting myself as I kept looking skywards and seeing the black clouds rolling in again. Then I started to catch him. I got a second back and then he overshot the chicane and I knew that if I stayed with him I could win."

Doohan was actually in the lead on real time while running second with three laps to go and kept it to the final lap when he made his move to the front. At the end of the back straight he went up the inside of Criville with the Spaniard returning to the front in the next right. Only he went in too fast, drifting wide and allowing Doohan to scoot up the inside. It came down to the chicane and Criville made a desperate late move on the brakes, only to overshoot the corner and allow Doohan an easier win.

(Above) Doohan and Criville stayed close throughout and the outcome wasn't decided until the final chicane when Criville ran wide trying to pass the two-time World Champion. (Right) Ralf Waldmann was ecstatic with his win in the 250cc Grand Prix.



It was the third race in a row and fourth time this year that Criville has finished behind his teammate. As to when he might reverse the order, Criville said: "I don't know. I'm still fighting for the victory every time. It's not like racing against just another guy, he's a two-time World Champion on his way to a third."

Barros had lost the leaders a few laps into the second leg and was third on the track and on overall time after finishing third in the first race. The Brazilian had come up with a solution to front-end problems during a test last week at Mugello and was putting it to good use, staying in front of Russell, who'd been with him from the 15th lap on. Then his face shield began to fog up, and he was losing precious seconds as Russell mounted an attack. Russell, meanwhile, was unaware that he not only had to finish ahead of Barros, he had to finish almost four seconds ahead in order to land a podium position.

"In the excitement I somehow thought I only had to finish ahead of Barros to get third, but in fact I needed to be 3.7 seconds in front. I left my attack to the last lap, crossed the line ahead of him, then found he'd beat me after all."

Their battle preceded the one for fifth, which was waged among a bunch of Yamaha riders and Rymer. Rymer had taken sixth in the first leg ahead of Roberts and Okada, Abe, Juan Borja, and Bayle. But in the second leg he found he was having a hard time adjusting to the brakes and made a few mistakes.

Marlboro Yamaha Rainey's Loris Capirossi had finished the first leg in fourth and was running in fifth in the second leg after a little too much drama between races. The team had broken a rear disc in the first part of the race and had to change wheels on the grid. He started the race on a tire which wasn't properly warmed up and was looking to hold onto his spot when he ran out of gas.

"I can't believe it," he said. "I'm not having any lucky at the moment."

Capirossi's exit gave the position to Roberts, who'd passed the struggling Rymer several laps earlier. His race was something of a fight itself, his rear tire not working and causing him to "wobble around." What helped him was the knowledge that he was well ahead of his teammate Abe on aggregate time, so when the Japanese rider came by with two laps left, he let him go.

"Near the end Abe came past me on the brakes when I was trying to catch Scott (Russell), but I knew there was no point taking chances trying to go past him again because I was six seconds ahead on aggregate time," Roberts said.

Abe ended up nearly five seconds back to take sixth, little more than a half a second better than Rymer, who is still learning the nuances of a works 500.

"I'm still getting used to slowing the bike down. It's so light and the brakes are so powerful that it's hard to judge. I made a couple of slips and ran off the track one time. That lost me three or four positions and meant I had to find my way through traffic," Rymer said of the 16th-lap incident.

Next to cross the line was Jean-Michel Bayle, the Marlboro Roberts Yamaha rider knowing that after finishing 11th in the first part of the race he would have a hard time greatly improving in the second one.

Juan Borja managed to stick with the factory riders and finish ninth, the best ever for the Elf and enough to beat the Honda V-twins of Shinichi Itoh (10th) and Tadayuki Okada (13th), as well as the V-fours of 11th- and 12th-placed Checa and Puig. Itoh had rear-tire woes that caused his front end to skid out of the corners and Okada lost his front brakes at the start of the race. After that he had to pump them in order to stop. CN

Circuit van Drenthe
Assen, Holland
Results: June 29, 1996 (Round 7 of 15)

125cc QUALIFYING: 1. Masaki Tokudome (2:14.557); 2. Haruchika Aoki (2:15.096); 3. Emilio Alzamora (2:15.481); 4. Tomomi Manako (2:15.669); 5. Noboru Ueda (2:15.711); 6. Peter Oettl (2:15.763); 7. Dirk Raudies (2:15.970); 8. Valentino Rossi (2:15.987); 9. Kazuto Sakata (2:16.028); 10. Lucio Cecchinello (2:16.030); 11. Jorge Martinez (2:16.207); 12. Frederic Petit (2:16.634); 13. Akira Saito (2:16.365); 14. Darren Barton (2:16.408); 15. Manfred Geissler (2:16.600); 16. Josep Sarda (2:16.771); 17. Gabriele Debbia (2:16.771); 18. Jaroslav Hules (2:16.799); 19. Stefano Perugini (2:16.860); 20. Loek Bodelier (2:17.220); 21. Ivan Goi (2:17.242); 22. Herri Torrontegui (2:17.587); 23. Garry McCoy (2:17.597); 24. Paolo Tessari (2:17.620); 25. Youichi Ui (2:18.213); 26. Yoshiaki Katoh (2:18.215); 27. Angel Nieto (2:19.842); 28. R. Filart (2:20.927); 29. Benny Janssen (2:21.499); 30. Gerard Rike (2:22.513); 31. Andrea Ballerini (2:22.748); 32. Gilbert de Rover (2:23.427).

125cc GRAND PRIX: 1. Emilio Alzamora (Hon); 2. Ivan Goi (Hon); 3. Haruchika Aoki (Hon); 4. Noboru Ueda (Hon); 5. Tomomi Manako (Hon); 6. Dirk Raudies (Hon); 7. Kazuto Sakata (Apr); 8. Manfred Geissler (Apr); 9. Jorge Martinez (Apr); 10. Herri Torrontegui (Hon); 11. Frederic Petit (Hon); 12. Loek Bodelier (Hon); 13. Stefano Perugini (Apr); 14. Youichi Ui (Yam); 15. Gabriele Debbia (Yam); 16. Akira Saito (Hon); 17. Paolo Tessari (Hon); 18. Garry McCoy (Apr); 19. Jarna Janssen (Hon); 20. Gerard Rike (Hon); 21. Gilbert de Rover (Hon); 22. Lucio Cecchinello (Hon); 23. Angel Nieto (Apr); 24. Josep Sarda (Hon); 25. Valentino Rossi (Apr); 26. Jaroslav Hules (Hon); 27. Darren Barton (Apr); 28. Andrea Ballerini (Apr); 29. Masaki Tokudome (Apr); 30. Yoshiaki Katoh (Yam); 31. R. Filart (Hon).
Time: 39 minutes, 8.050 seconds.
Distance: 17 laps, 64 miles.
Average speed: 97.971 mph.
Margin of victory: 0.728 sec.
Fastest lap: Emilio Alzamora 2:15.857/99.603 mph, lap 17.

125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 7 of 15 rounds): 1. Haruchika Aoki (130/1 win); 2. Emilio Alzamora (81/1); 3. Noboru Ueda (79); 4. Tomomi Manako (77); 5. Masaki Tokudome (75/2); 6. Stefano Perugini (74); 7. Peter Oettl (62/1); 8. Kazuto Sakata (52); 9. Valentino Rossi (46); 10. Ivan Goi (41); 11. Dirk Raudies (36); 12. Manfred Geissler (34); 13. Akira Saito (32); 14. Jorge Martinez (29); 15. Lucio Cecchinello (23); 16. Yoshiaki Katoh (18); 17. (TIE) Andrea Ballerini/Frederic Petit (14); 19. Garry McCoy (11); 20. Masaki Azuma (10).

250cc QUALIFYING: 1. Olivier Jacque (2:06.498); 2. Max Biaggi (2:06.947); 3. Ralf Waldmann (2:06.962); 4. Jurgen van den Goorbergh (2:07.302); 5. Jurgen Fuchs (2:07.528); 6. Regis Laconi (2:07.653); 7. Tohru Ukawa (2:07.996); 8. Tetsuya Harada (2:08.253); 9. Jean-Philippe Ruggia (2:08.215); 10. Olivier Petrucciani (2:08.270); 11. Osamu Miyazaki (2:08.276); 12. Jamie Robinson (2:08.505); 13. Luis d'Antin (2:08.419); 14. Cristiano Migliorati (2:08.537); 15. Noboatsu Aoki (2:08.548); 16. Roberto Locatelli (2:08.615); 17. Eskil Suter (2:08.694); 18. Gregorio Scalvini (2:09.285); 19. Sete Gibernau (2:09.790); 20. Sebastian Porco (2:09.856); 21. Luca Boscoscuro (2:09.862); 22. Takeshi Tsujimura (2:09.913); 23. Davide Bulega (2:09.988); 24. Christian Boudinot (2:10.207); 25. Yasumasa Hatakeyama (2:10.414); 26. Jose Luis Cardoso (2:10.561); 27. Massimo Ottobre (2:10.446); 28. M. Bolwerk (2:11.504); 29. Christophe Cogan (2:12.104); 30. Jose Barresi (2:15.196); 31. Andre Romein (2:16.091); 32. Jaap Hoogeveen (2:17.514); 33. Gert Pieper (2:19.048).

250cc GRAND PRIX: 1. Ralf Waldmann (Hon); 2. Jurgen Fuchs (Hon); 3. Max Biaggi (Apr); 4. Jurgen van den Goorbergh (Hon); 5. Eskil Suter (Apr); 6. Luis d'Antin (Hon); 7. Nobuatsu Aoki (Hon); 8. Osamu Miyazaki (Apr); 9. Jamie Robinson (Apr); 10. Tetsuya Harada (Yam); 11. Cristiano Migliorati (Hon); 12. Luca Boscoscuro (Apr); 13. Davide Bulega (Apr); 14. Yasumasa Hatakeyama (Hon); 15. Massimo Ottobre (Apr); 16. Christophe Cogan (Hon); 17. Andre Romein (Hon); 18. Jaap Hoogeveen (Yam); 19. Tohru Ukawa (Hon); 20. Jean-Philippe Ruggia (Hon); 21. Olivier Jacque (Hon); 22. Gert Pieper (Yam); 23. Roberto Locatelli (Apr); 24. Christian Boudinot (Apr); 25. Jose Barresi (Yam); 26. Gianluigi Scalvini (Hon); 27. Sebastian Porco (Apr); 28. Regis Laconi (Hon); 29. Olivier Petrucciani (Apr); 30. Takeshi Tsujimura (Hon); 31. M. Bolwerk (Hon); 32. Jose Luis Cardoso (Apr).
Time: 38 min., 0.306 sec.
Distance: 18 laps, 67.6 miles.
Average speed: 105.429 mph.
Margin of victory: 16.598 sec.
Fastest lap: Olivier Jacque, 2:07.390/106.224 mph, lap 8.

Briefly...

Chesterfield Aprilia's **Max Biaggi** had no one but himself to blame for a silly practice spill that ended his hopes of taking the pole position and jeopardized not only his race, but the World Championship as well. After a showboat wheelie, Biaggi planted his front wheel badly and his Aprilia went into a tank-slapper, throwing him down and injuring his back and left hand. "I just have a big pain in my back and I cannot be fast enough to be in pole position, but I'm very happy to be in first grid (row) in this position," Biaggi said. "I really have a big pain in back and cannot work very well and cannot push bike in corner like before. Right now it's very difficult for me to finish the race tomorrow. I don't know. I try my best." The next day Biaggi's luck didn't improve much at all when his crankcases broke. "I had a big slide in the rear tire because I broke the engine and some oil came on the tire." Biaggi had taken pain-killers in order to qualify second, but said he would need to take something stronger for the race. What he got was luck, a few of the front-runners falling off so that he could end up third.

A partial solution to the power problem that has plagued Marlboro Yamaha Rainey's **Tetsuya Harada** all season finally arrived at Assen in the form of new cylinders. Harada had tested the cylinders at Mugello prior to the Dutch race, but said in Holland that they couldn't replicate the testing performance. Partly because of that, he qualified an uncharacteristic eighth. "We still haven't solved the snatch problem," team owner Wayne Rainey said. "We can control the snatch problem with electrics. Now we're using the same ignition that we have on the 500." Rainey explained that the power hits hard from 8000 to 10,000 rpm. "He (Harada) likes the rpm up there. That's where the powerband takes off." Rainey said that the delay in delivery makes it seem like the throttle is going from zero to 40 percent instantly, "like a carb with sticking slides," and it happens in the corners when he's at maximum lean angle and the suspension is at full compression. "Every corner he has to battle that. The different cylinders change the snatch problem. It's not as rough. It makes it a little longer." More relevant was that he'd crashed in the morning session on Friday, losing a great deal of time. In the afternoon he spent about a third of the session in the pits making adjustments and had to more or less write off the final 10 minutes when rain began to fall. "With the one-bike rule, we had 20 minutes in the pits making changes and we're always running out of time," team owner Wayne Rainey said. "Also, being the only Yamaha and one of the few on Michelins makes it hard to try things. The crash set us back quite a lot this morning as well; it always does and it's not good for the rider and not good for the team."

In order to get a second opinion on the troublesome 250, Rainey asked **Loris Capirossi**, Harada's teammate and former 250cc nemesis, to ride the Rainey Yamaha during the Mugello test. "We were in a rut being the only Yamaha and Michelin guys. Tetsuya doesn't have a teammate he can respond to. We put Loris on the bike to help Tetsuya get a little motivation." Capirossi couldn't match Harada's lap times and confirmed to Rainey that he could get no feeling out of the bike. "Tetsuya has been complaining about that all year," Rainey said.

The hard luck continued for the Rainey 500cc team at Assen, but this time it was entirely preventable. "We miscalculated the fuel consumption and **ran out of gas**," Rainey said. "It's as simple as that." Loris Capirossi pulled off the track while running fifth with less than two laps to go in the 12-lap second part of the race. It was the team's fifth non-finish in seven races, though the first due to anything other than rider error.

In an attempt to increase his aerodynamic advantage, former sidecar World Champion **Rolf Biland** spent 600 man-hours building sidecar bodywork that replicated the aerodynamics of a Benetton Formula One car. Within a few laps of testing it at Assen, he discovered that it was not only not an advantage, but detrimental to the handling of his chair and he discarded it in favor of the tried and tested glass.

The inaugural **Austrian Grand Prix** at Zeltweg, scheduled for August 4, will proceed as planned, according to members of IRTA, the International Road Racing Teams Association, but not without a lot of work. With the race less than five weeks away, major portions of the track had yet to be completely paved and there was still considerable construction to be done on the pit complex, the garages, and the grandstands. The delays in getting the circuit formerly known as the Osterreichring, but now called the A-1 Ring, ready have cause some to wonder if the tests planned by the Repsol Honda team for July 10 will go off as planned.

Immediately following the completion of the **Dutch GP**, a five-year project will begin which will see a number of improvements to the historic circuit, including a change in the layout. Because of the growth of Grand Prix racing, and the desire to host car races, the pits needed to be substantially enlarged and will be, from the current 300 acres to 700 acres. The layout of the track will be altered to accommodate the changes, though without losing the basic character of the track. Further plans also include new garages that will be able to accommodate Formula One cars, and press and hospitality facilities above the garages. Since the plan hinges on expanding the pit area, the work on the track layout will begin shortly.

Playing in his first-ever soccer game, and in the all-important position of goalie, Lucky Strike Suzuki's **Scott Russell** allowed only three goals by a team of internationals which included 250cc World Champion Max Biaggi in the first game of a Lucky Strike Suzuki tournament at the Dutch TT. Unfortunately, his team of Lucky Strike Suzuki personnel, which included Russell's crew chief Stuart Shenton and Daryl Beattie's replacement, Terry Rymer, managed to score only one goal. Biaggi, a talented soccer player who considered pursuing it professionally, scored one of the goals and afterwards properly guessed that Russell had never played before. After losing to the internationals, which also included riders Jurgen van den Goorberg of Holland and German Manfred Geissler, the Lucky boys played a squad of Spaniards for third place. Russell sat that game out, cheerleading vociferously from the bench. "I got tired of people having to tell me what to do, then doing it wrong," Russell said.

In one of the more confusing weekends for political rumor and intrigue, Fortuna Honda Pons team owner **Sito Pons**, who is also a vice president of the International Road Racing Teams Association, confirmed the existence of a rival bid for Dorna, the Spanish sports promotion agency which has the licensing rights to the World Championships. Previously it was known that Formula One maven Bernie Ecclestone was interested, along with the Swiss promotional group ISL. The Ecclestone talks appear to be stalled, according to Pons. What Pons confirmed was that a rival bid of $80 million had been made by the Flammini Group, which owns the World Superbike Championship, in conjunction with Tommy Suharto, son of the president of Indonesia and promoter of the Indonesian Grand Prix. The bids would have been submitted to Banesto, the Spanish bank which owns Dorna. How credible the bid is was called into question late in the weekend when a theory surfaced that Flammini wasn't interested, but that it had been floated by key Dorna personnel as a means of self-preservation. Should Dorna be acquired by an outside bidder, it's likely they'd come in with a new management team. The story became more convoluted when it was learned that entire episode appears to have started when Ecclestone phoned Chesterfield Aprilia team manager Carlo Pernat, one of the members of the IRTA negotiating committee, with the news that he'd heard of a rival bid.

Honda Racing Corporation unveiled the production model **1997 NSR-500 V twin** motorcycle at the Dutch TT and in doing so gave privateers an alternative to the recently discontinued kitted Yamahas that have provided the meat of the 500cc field for years. In a press conference attended by 450 people, including not only by journalists, but also by senior personnel of both the Yamaha and Suzuki factories, as well as a number of prominent riders, HRC said the machines will sell for 10.5 million yen, about $96,330, through its European subsidiaries, significantly under the $140,000 that the ROC and Harris Yamahas cost when available. Since Yamaha ended the production YZR project, and has stopped producing the motors, it's up to Honda to supply the privateers with current machinery, though used ROC's and Yamahas can still be had. The price includes a "setup" kit, basically a spares kit, and is exclusive of taxes and freight, which could be substantial. Value-added taxes in Europe can run up to 20 percent. A spare engine will sell for about $35,000. HRC officials said that they would produce 20 machines for sale through their European distributors.

The presence of the Yamaha and Suzuki officials gave credence to the rumors that both factories are developing **V-twins,** in advance of a change in the premier class in the All-Japan Championship back to 500cc machinery from the current superbikes. However, Lucky Strike Suzuki team manager Garry Taylor denied that any such machine is in the works.

In a highly unusual and forthright move, the Honda press kit contained a number of technical specifications, in addition to the standard specs such as weight. The production model weighs 109 kilos, **240 pounds**, six kilos (13.2 pounds) more than the prototype, with three kilos of the difference in the engine. The prototype motor, which uses magnesium cases, weighs 35 kilos (77 pounds) with its pair of 40mm Keihin carburetors and oil, while a similarly fitted production model, which employs aluminum cases, weighs 6.6 pounds more. The weight difference does not affect the power, if the press kit is to be believed, with both machines producing 135 bhp at 10,250 rpm using aviation gas. New regulations mandating the use of unleaded fuel in 1997 will cause a loss of 10 bhp. The 100-degree 499.7cc crankcase reed valved V-twin is nearly square with a bore and stroke of 68 x 68.8 mm.

Repsol Honda riders **Tadayuki Okada** and Shinichi Itoh tested the production model at the Suzuka Circuit in Japan the week prior to the Dutch TT and lapped deceivingly faster times on the production than the prototype models. Both riders were roughly two seconds a lap faster on the production bike, but that was because the prototype they tested was not their Grand Prix machinery, but the original prototype. They only rode five laps each on the prototype and spent the rest of the time on the production model. The closing date for orders of the new machines is the end of August with delivery for the end of January or the beginning of February, depending on the method of shipment. HRC officials said the normal method of delivery was by ship and that it would take 45 days from when they left the factory to when they arrived in Europe in time for the testing season. The original order is for 20 production bikes which would be revised upward if the demand exists. The spares kit is designed to last for three Grands Prix.

Yamaha officials said that they were producing only the parts requested by frame suppliers **Harris and ROC** and that no requests for complete engines had been made for 1996. They added that they would continue to supply parts through at least the 1997 season. HRC officials said they would continue to field a factory team in the GPs as a means of development.

In conjunction with the Honda announcement, **Michelin** announced that it would commercially produce a production tire for the NSR-500V. Up to now all of the tires have been development spec, since they worked exclusively with the factory squad. Dunlop's Jeremy Ferguson said that the tires used on the Aprilia 410 V-twin ridden by Doriano Romboni would work on the Honda and he anticipated producing tires for the customer bikes.

Who Repsol Honda's **Michael Doohan** will be riding for next year continues to be a matter of considerable speculation, though one team owner made his feelings clear. Wayne Rainey said he would take him "for sure if Mick was available. Everybody would like to have Mick." Rainey added that they hadn't spoken since a test at Indonesia in February, "not that we're avoiding each other, but we're busy. I'm more busy than him." Rainey said he will have Loris Capirossi back next year and would like a second rider and that Phillip Morris, which owns the Marlboro brand, will be actively involved. "There is a list of about seven riders that I am told are available." He also said that when he went after Doohan last year there was no direction from Phillip Morris. "It didn't work out and it was tough on Phillip Morris in the end. This year I'm asking who to approach and who not to." In an effort to keep their two-time World Champion, Honda made what Doohan described as a "nice offer" the night before he won the Dutch TT.

One rumor which filtered into the Assen press room from the World Superbike race at Brno had **Scott Russell** signing a letter of intent with **Promotor Racing** to ride on their planned 500cc GP team next year. When told of the rumor, Russell slipped on his Lucky Strike Suzuki ski cap and responded, "that's the first I've heard of it."

Britain's **Terry Rymer**, who has substituted for the injured Daryl Beattie on the Lucky Strike Suzuki twice this year, will continue in his place in the next two races, team manager Garry Taylor said at Assen. Already scheduled to ride next week in Germany, Rymer has also been slotted in for his home GP, the British, at Donington Park on July 21 because of Beattie's extended convalesence from a fractured skull. "Daryl may be back for the race after that. It's just too soon to say. With the championship clearly gone, there's no pressure on him. Now we must wait until he is fully fit, physically and mentally, and he is ready to race to his full ability. It's a matter for him and the doctors to decide," Taylor said. Rymer had a busy week leading up to Assen. The weekend prior to the Dutch TT the 29-year-old Englishman rode his Old Spice Ducati to a pair of second-place finishes at the Brands Hatch round of the British Superbike series. From there he went to France, where he tested the factory Suzuki that he'll ride with Doug Polen in the World Endurance Championship rounds at Le Mans, Spa Francorchamps, and Suzuka. Rymer qualified 12th for the 500cc GP and finished the race in seventh after having slight brake problems that caused him to run off the track once. "I'm really enjoying myself and it's great to have a chance in the British GP. By rights I shouldn't be here at all. It's only Daryl's misfortune that has given me the chance," Rymer said.

The last time a Honda had captured the pole in a 250cc GP, before Chesterfield Elf Tech 3 Honda's **Olivier Jacque** did it this weekend, was at the Argentinian GP in 1994 when it was done by Loris Capirossi, then on a Marlboro Pileri Honda.

The newest piece of paper to show up on the press room table at Assen was the **Rookie of the Year** listings and topping the chart was Lucky Strike Suzuki's Scott Russell. His 62 points are eight better than Marlboro Roberts Yamaha's Jean-Michel Bayle's 54.

IP Aprilia's **Doriano Romboni** admitted that he pulled out of the 500cc GP "because of a really stupid thing. I was coming through the curve before the final chicane, going to pass two riders, I ran wide and was going off the track. I was forced to take to the pit lane. Mistakenly thinking that had cost me a lap, I stopped at the pits."

250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 7 of 15 rounds): 1. Max Biaggi (161/4 wins); 2. Ralf Waldmann (101/1); 3. Tetsuya Harada (97/1); 4. Luis d'Antin (69); 5. Jurgen Fuchs (67); 6. Nobuatsu Aoki (59); 7. Olivier Jacque (56); 8. Tohru Ukawa (44); 9. Jean-Phillipe Ruggia (40); 10. Luca Boscoscuro (33); 11. Jurgen van der Goorbergh (30); 12. Eskil Suter (29); 13. Cristiano Migliorati (24); 14. (TIE) N. Numata/Mauro Lucchi (20); 16. Jamie Robinson (19); 17. D. Kato (16); 18. (TIE) Roberto Locatelli/Takeshi Tsujimura (14); 20. O. Miyazaki (13).

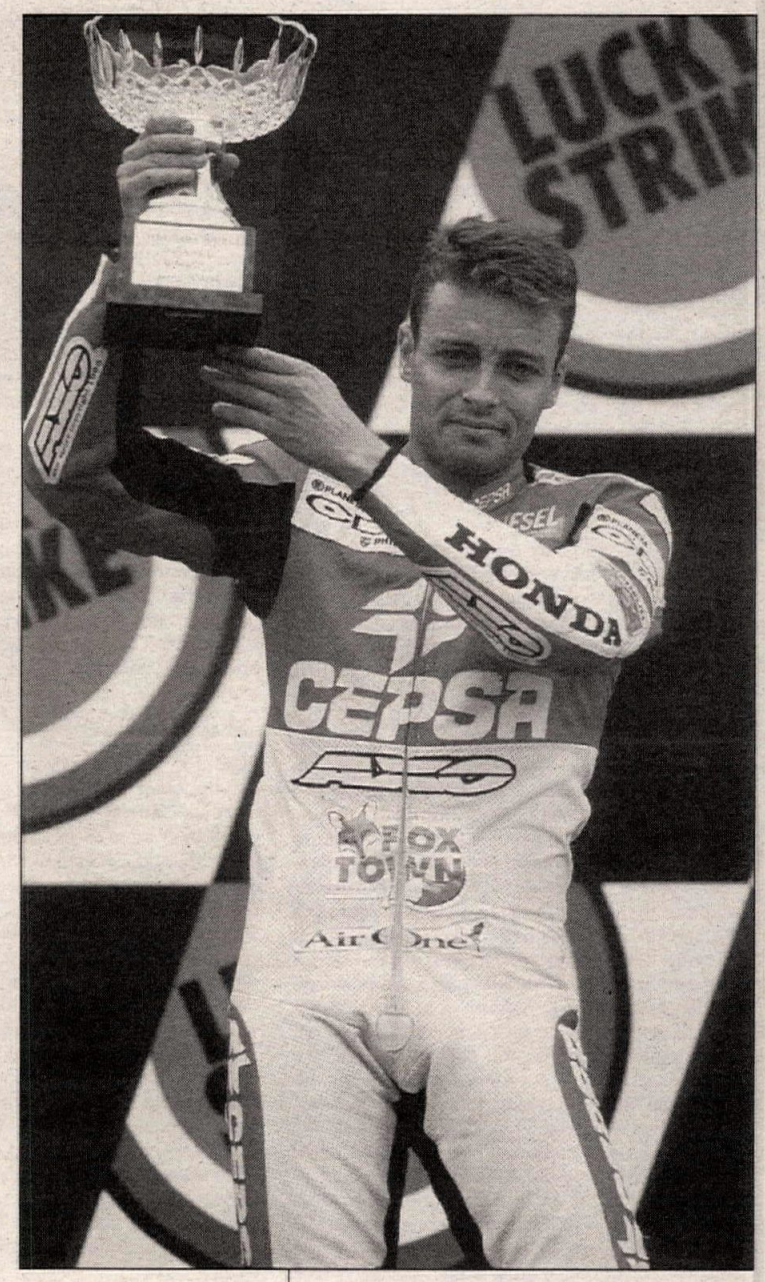
500cc QUALIFYING: 1. Alex Criville (2:02.262); 2. Doriano Romboni (2:02.339); 3. Mick Doohan (2:02.731); 4. Loris Capirossi (2:03.217); 5. Tadayuki Okada (2:03.308); 6. Jean-Michel Bayle (2:03.349); 7. Luca Cadalora (2:03.494); 8. Kenny Roberts Jr. (2:03.686); 9. Alex Barros (2:03.961); 10. Carlos Checa (2:04.106); 11. Alberto Puig (2:04.336); 12. Terry Rymer (2:04.538); 13. Norifumi Abe (2:04.938); 14. Shinichi Itoh (2:05.012); 15. Scott Russell (2:05.092); 16. Juan Borja (2:05.227); 17. Lucio Pedercini (2:05.444); 18. Sean Emmett (2:06.094); 19. Jeremy McWilliams (2:06.457); 20. Frederic Protat (2:06.758); 21. Toshi Arakaki (2:07.858); 22. James Haydon (2:07.339); 23. Eugene McManus (2:07.401); 24. Adrien Bosshard (2:09.833).

500cc GRAND PRIX: 1. Mick Doohan (Hon); 2. Alex Criville (Hon); 3. Alex Barros (Hon); 4. Scott Russell (Suz); 5. Kenny Roberts Jr. (Yam); 6. Norifumi Abe (Yam); 7. Terry Rymer (Suz); 8. Jean-Michel Bayle (Yam); 9. Juan Borja (Elf); 10. Shinichi Itoh (Hon); 11. Carlos Checa (Hon); 12. Alberto Puig (Hon); 13. Tadayuki Okada (Hon); 14. Jeremy McWilliams (ROC); 15. Frederic Protat (ROC); 16. Loris Capirossi (Hon); 17. James Haydon (ROC); 18. Adrien Bosshard (Elf); 19. Toshi Arakaki (Yam); 20. Lucio Pedercini (ROC); 21. Eugene McManus (Yam); 22. Doriano Romboni (Apr); 23. Luca Cadalora (Hon); 24. Sean Emmett (Yam).
Time: 41 minm., 29.912 sec.
Distance: 20 laps, 75.2 miles.
Average speed: 108.693 mph.
Margin of victory: 1.496 sec.
Fastest lap: Michael Doohan, 2:02.779/110.213 mph, lap 8.

500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 7 of 15 rounds): 1. Mick Doohan (146/5 wins); 2. Alex Criville (93); 3. Alex Barros (83); 4. Luca Cadalora (81/1); 5. Norifumi Abe (68/1); 6. Scott Russell (62); 7. Alberto Puig (57); 8. Jean-Michel Bayle (54); 9. Carlos Checa (44); 10. Tadayuki Okada (41); 11. Kenny Roberts Jr. (31); 12. (TIE) Loris Capirossi/Shinichi Itoh (29); 14. Daryl Beattie (24); 15. Frederic Protat (22); 16. Doriano Romboni (21); 17. (TIE) Juan Borja/Jeremy McWilliams (18); 19. (TIE) James Haydon/Lucio Pedercini (13).

THUNDERBIKES: 1. Jeffrey de Vries (Yam); 2. William Costes (Hon); 3. Yves Briguet (Hon); 4. Wilco Zeelenberg (Hon); 5. Johnny Verwijst (Yam); 6. Gregorio Lavilla (Yam); 7. Bernard Garcia (Hon); 8. Iain MacPherson (Hon); 9. Eric Mahe (Yam); 10. Stefan Scheschowits (Kaw); 11. Ruben Xaus (Hon); 12. Enrique de Juan (Kaw); 13. Marc Garcia (Hon); 14. Frank Heidger (Hon); 15. Torleif Hartelman (Kaw); 16. Peter Haug (Hon); 17. Philippe Pinchidez (Hon); 18. Phil Borley (Kaw); 19. Bernard Haenggeli (Hon); 20. Mario Vazquez (Hon); 21. Wim Theunissen (Kaw); 22. Stephane Mertens (Hon); 23. Oriol Fernandez (Yam); 24. Adrien Morillas (Yam); 25. Pere Riba (Hon); 26. Micha Van Deelen (Hon); 27. Emiel Bosma (Hon); 28. Mario Innamorati (Bim).

Round 7: Dutch Grand Prix



(Above) Repsol Honda teammates Alex Criville and Michael Doohan celebrate their 1-2 finish in the 500cc GP. (Right) Emilio Alzamora won a thrilling 125cc Grand Prix.

Time: 32 min., 3.269 sec.
Distance: 14 laps, 52.6 miles.
Average speed: 98.502 mph.
Margin of victory: 0.012 sec.
Fastest lap: William Costes, 2:13.332/102.733 mph, lap 8.

THUNDERBIKE CHAMPIONSHIP POINT STANDINGS (After 4 of 9 rounds): 1. William Costes (65/1 win); 2. Yves Briguet (59); 3. (TIE) Adrien Morillas/Jeffrey De Vries (45); 5. Bernard Garcia (42); 6. Wilco Zeelenberg (29); 7. Stefan Scheschowitsch (27); 8. Gregorio Lavilla (26); 9. (TIE) Mauro Meregalli/Iain MacPherson (25); 11. (TIE) Eric Mahe/Pere Riba/Stephane Mertens (21); 14. Marc Garcia (18); 15. Enrique de Juan (13); 16. Johnny Verwijst (11); 17. Phil Borley (9); 18. (TIE) Fred Bayens/Oriol Fernandez (8); 20. (TIE) M. Luque/Frank Heidger (6).

SIDECARS: 1. Dixon/Hetherington (ADM); 2. Webster/James (ADM); 3. Guedel/Guedel (Swi); 4. Klaffenboek/Parzer (ADM); 5. Abbott/Biggs (ADM); 6. Biland/Waltisperg (Swi); 7. Kumagaya/Hopkinson (Swi); 8. Boesiger/Egli (ADM); 9. Wyssen/Wyssen (Swi); 10. Bohnhorst/Rosinger (ADM); 11. Reddington/Crone (ADM); 12. Galross/Berglund (NGK); 13. Schlosser/Herzog (Swi); 14. Lauslehto/Hofsteenge (ADM); 15. Webster/McIntosh (ADM); 16. Smit/Den Hartog (Kra); 17. Remse/Koelsch (ADM); 18. Janssen/Hanni (Str); 19. Brindley/Hutchinson (Swi); 20. Gray/Pointer (ADM); 21. Willford/Bloemsa (ADM); 22. Baker/Stapleton (Yam); 23. Brindley/Whiteside (Yam). 24. Newman/Zillman (ADM).
Time: 37 min., 5.854 sec.
Distance: 17 laps, 64 miles.
Average speed: 103.35 mph.
Margin of victory: 14.478 sec.
Fastest lap: Dixon/Hetherington, 2:07.802/105.882 mph, lap 15.

SIDECAR WORLD CHAMPIONSHIP POINT STANDINGS (After 2 of 7 rounds): 1. Dixon (45/1 win); 2. Guedel (41/1); 3. Webster (36); 4. Biland (23); 5. Abbott (21) 6. (TIE) Wyssen/Kumagaya/Boesiger (16); 9. Klaffenboek (13); 10. Brindley (11); 11. Reddington (10); 12. Schlosser (9); 13. Bohnhorst (6); 14. (TIE) Janssen/Galross (4); 16. (TIE) Gray/Webster (3); 18. Lauslehto (2); 19. Remse (1).

Upcoming Rounds:
Round 8- Nurburgring, Germany, July 7
Round 9 - Donington Park, England, July 21

Criville breaks Schwantz's record

After being the standard for five years, Kevin Schwantz's 1991 lap record at Assen finally fell, but only after a massive effort from Repsol Honda's Alex Criville on the final lap of the second qualifying session. The Spaniard, who'd been down in third place toward the very end, clicked off a new lap record of 2:02.262 (110.679 mph) around the 3.61-mile Circuit van Drenthe, knocking nearly two-tenths off Schwantz's mark to take his second consecutive Assen pole and third pole position of the year.

"I couldn't be more satisfied with the way qualifying has gone for me, because getting the fastest lap did not come easily," said the Spaniard, who won his first 500cc GP here in 1992. "There was so much traffic about all the time and it was only on the very last lap that I found a clear space and was able to ride to the limit. I'm also pleased with the fact that I have got quicker and quicker during each of the four sessions and then ended up with the perfect lap."

The man he relegated to second was something of a surprise. IP Aprilia's Doriano Romboni had his Aprilia 410cc V-twin on the pole with less than five minutes to go in qualifying and, in the end, was happy to have consistently been at the front in all four sessions. The Italian pointed out that he was third, first, second, and second in the four practice and qualifying sessions on what could be the fastest track this year, and one that should certainly favor the more powerful Japanese V-fours. It was his fifth consecutive front-row start, and he thought that despite the high speeds he could utilize the V-twin's advantage to gain his first-ever rostrum position.

"The track is different, few straights, and you are only really hitting top speed for the last hundred meters, and what they gain there I can hope to make back up on the brakes," the Italian said after turning a time just 0.077 second slower than Criville's, despite being nearly 8 mph slower on top-speed. Criville and Kanemoto Honda's Luca Cadalora shared top-speed honors at 178.466 mph, with Romboni topping out at 170.574.

As for running lap times in the 2:02s for entire race, Romboni didn't see that happening. "2:04 will be more like it, and even on the twin maintaining the pace for 20 laps will not be easy, but here I think it should be easier for me than the fours."

World Champion Michael Doohan was about four-tenths of a second behind Romboni in third on a track that he clearly doesn't like. Assen, where he had his career-threatening injury in 1992, and the following two tracks, Nurburgring and Donington Park, are three of his least favorite circuits, so he wasn't upset at not taking his fourth pole position of the year.

"This circuit doesn't particularly like the way I ride," Doohan said. "I think about this race track more than I do others as far as the complexity of it all." He'd run almost an entire race distance on the tires he selected for the race and only went for the one quick flyer at the end, coming up just short. Even so, it was the package he was looking for and he felt he was very close.

"This morning we fixed the suspension problem we had yesterday which was making one of the bikes shake around a lot," he said. "We run the suspension a little harder than normal here, because the bike is forever loading up and unloading with all the camber changes and the crowns in the middle of the road." All that was left to do was sort out the engine, which he hoped to do overnight.

"It'd be good if we could leave here just finishing the race," he concluded.

First Yamaha honors went to Marlboro Yamaha Rainey's Loris Capirossi, the hard-luck Italian who has had a difficult time finishing races this year. Starting on the front row would be a help, he admitted, but the race was a completely different story and he had to hope for the best.

"This year, for me I am not very lucky, and for me it's important to finish," he said. Team owner Wayne Rainey echoed his feelings. "What's important is to finish now, and I would take 10th place happily. To finish well he'll need a good machine under him, and he went back and forth in practice trying to find one. He'd used an experimental bike in the afternoon and, though it took time, he was able to make it work."

"Yesterday and this morning I try a different chassis and also many different settings of suspension," Capirossi said. "Only this afternoon did I return to the same old bike and the best solution for this bike. I think my bike now is perfect and for tomorrow is not a problem. I am happy because my bike the last 20 minutes is good and very easy to ride."

The second row was Honda-Yamaha-Honda-Yamaha, the first Honda being the V-twin Repsol machine of Tadayuki Okada who had spent the day working on corner speeds. "The alterations made the handling of the bike much different to yesterday, but once I had got used to that I was able to improve my lap times."

They were sufficiently improved to keep him ahead of Marlboro Roberts Yamaha's Jean-Michel Bayle who'd recovered from a 120 mph crash in the morning to take sixth-fastest. The fifth-gear spill left him only bruised and cut and didn't prevent him from holding onto his front-row spot for much of the session and improving his lap time from Thursday by over 1.5 seconds.

Kanemoto Honda's Luca Cadalora struggled to qualify seventh with continuing chatter problems that he hoped to iron out in the morning warmup.

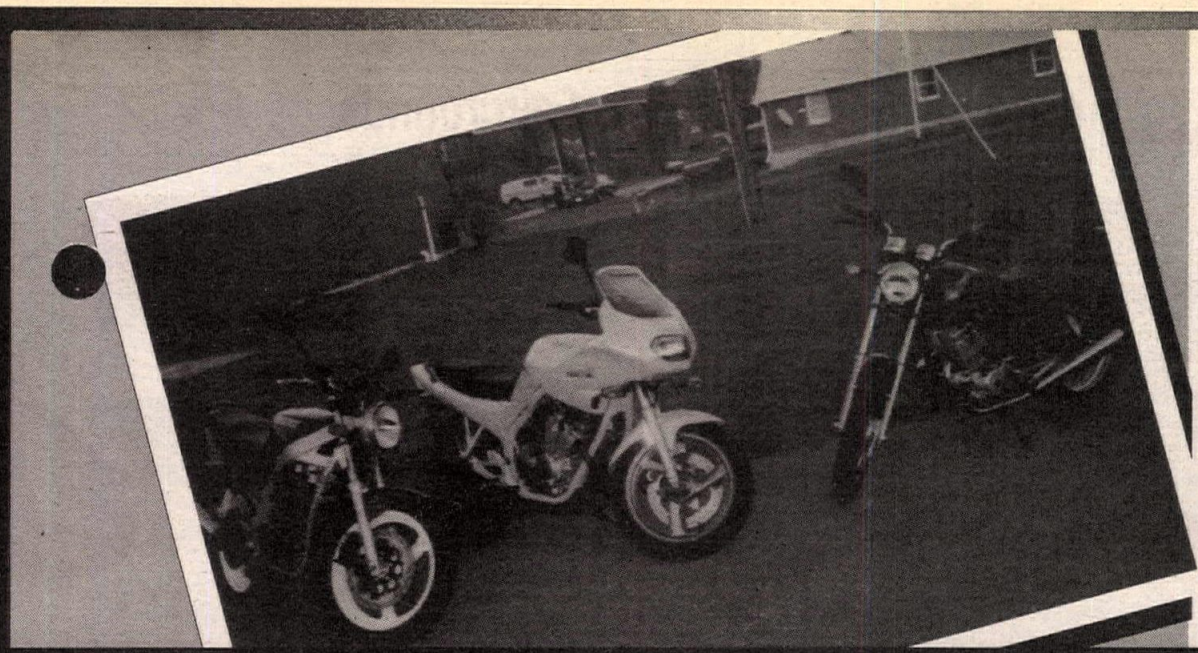
Kenny Roberts Jr. was the last man on the second row, riding for the second race in a row with a stress fracture in his right leg that had not been instantly diagnosed. The Marlboro Yamaha Roberts rider, who missed the first two races of the year after breaking his leg during testing, reinjured it when he fell during a test at Imola when a water hose broke.

"It takes a while for that kind of fracture to show up. I can feel it on the bike, but everyone has to ride with pain sometimes. I guess it's my turn," he said stoically.

Honda Pileri's Alex Barros was ninth-fastest in front of Fortuna Honda Pons teammates Carlos Checa and Alberto Puig. Barros had a slew of problems including a stomach ache, a bad tire choice, and an inability to help his mechanics sort out his suspension. Checa crashed on the fourth lap of the second session and had to resort to his second bike while Puig couldn't improve on his time from the first day.

Terry Rymer, riding the Lucky Strike Suzuki in place of the injured Daryl Beattie, was 12th best in his second race on the bike and still clearly getting used to it. He was still about to finish three spots ahead of teammate Scott Russell who, despite listing Assen as his second favorite track to Suzuka, wasn't getting on well with it.

"I'm broken up," Russell said. "I was really looking forward to this track and expecting a good result. I still feel that way, but it's going to be tough from the fourth row of the grid." Russell further said that chassis settings which had worked well during extensive testing in Barcelona weren't working here and they had to play catch up after wasting time. "For the final session we went back to the standard settings we've raced with earlier in the season. That's something we know we can work with, but we're way behind in terms of getting the suspension and settings right."



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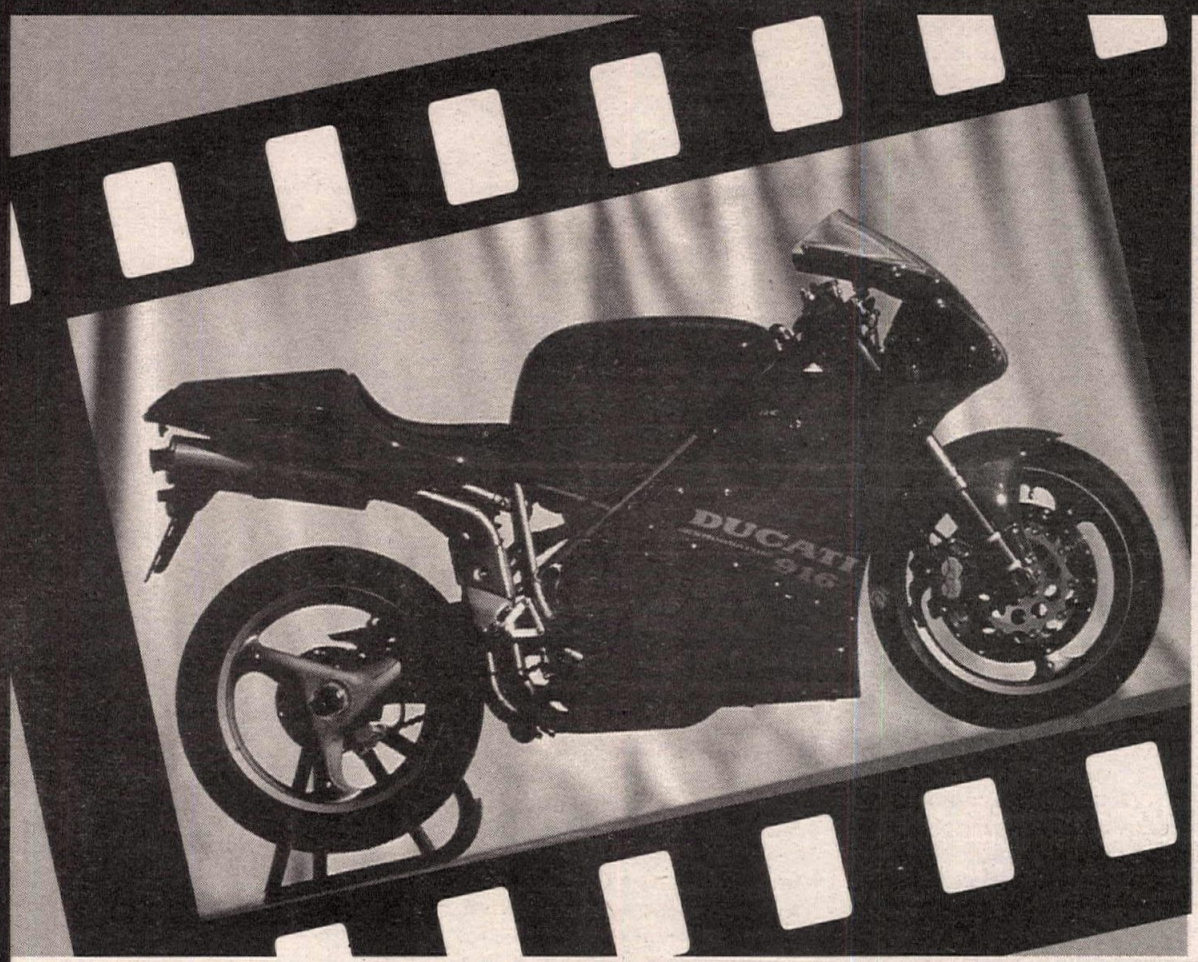

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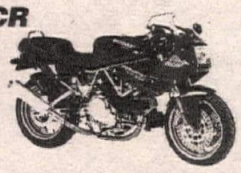

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Round 5: Allen County Fairgrounds

Parker's double shot

By Scott Rousseau/Photos by Bert Shepard and Flat Trak Fotos

LIMA, OH, JUNE 29

For Team Harley-Davidson's Scott Parker, victory at the Lima Half Mile meant a first. And another first.

Parker scored the win of course, the 73rd of his Grand National career and his sixth such honor at the event billed as the Ohio National Championship, to mark the first of the firsts, and the 34-year-old reigning AMA Grand National Champion burned yet another page in the record books by becoming the first man in history to record back-to-back wins at Lima.

It appeared to be just another Sunday cruise for Parker, who started fourth - and then third on the subsequent restart aboard his Bill Werner-tuned factory XR - then slipped past early race leader Steve Morehead for the second time in two weeks before rolling away to his third win of the year, all of which have come on the team's "Locomotive" twingle. Parker was the picture of confidence while he ran the middle and bottom portions of the pea-graveled Ohio horse track in a rather uncharacteristically smooth fashion. And that confidence was there afterward as well, as the five-time Grand National Champion was secure in the knowledge that he has now all but erased the early points advantage that TCR's Will Davis had accrued by winning the first two 600cc Grand Nationals of the year while Parker failed to make them. Parker has moved into a tie with R&R Racing/Team Saddlemen's Rich King for second place behind Davis, who still leads them both by 25 marks, 99-74.

Parker was not, however, overly excited about his clockwork-like ability to rewrite AMA history again.

"They said it hadn't been done, so..." Parker said with a shrug of the shoulders and a smile. "Look, Bill just sets the bike up so good. All I do is just show up and ride the damn thing."

Yet Werner, who celebrated win number 109 as a Grand National tuner, refuses to take any undue credit for his role in the team's perennial success.

"He's being kind," Werner said. "He rides the hell out of that thing. We talk and we work at it. By the time the main event rolls around, we seem to get it figured out."

Another rider who seems to have it all figured it out, at least in terms of consistency, is Davis, whose second-place performance on his Dennis Town and Randy Brady-prepared TCR Harley-Davidson more than proved that he is still a worthy challenger to Parker's throne. Davis actually grabbed the holeshot in the feature and was looking strong on the low side of the race track, but both Steve Morehead and Parker were able to march by early in the race, pushing the North Carolinian back to third. Yet Davis hung tough, and as the dirt line deteriorated both Parker and Morehead were forced to drop lower. Davis was then able to cut the gap back down and play the role of "spider" to Morehead's "fly" and earn the runner-up spot.

"We did our job, we were on the box," Davis said. "I couldn't carry the corner speed that those guys were carrying, but when the groove started to develop, I was catching 'em then. He (Parker) is just riding the motorcycle really well right now. We've got two (wins) and he's got three, but there's a

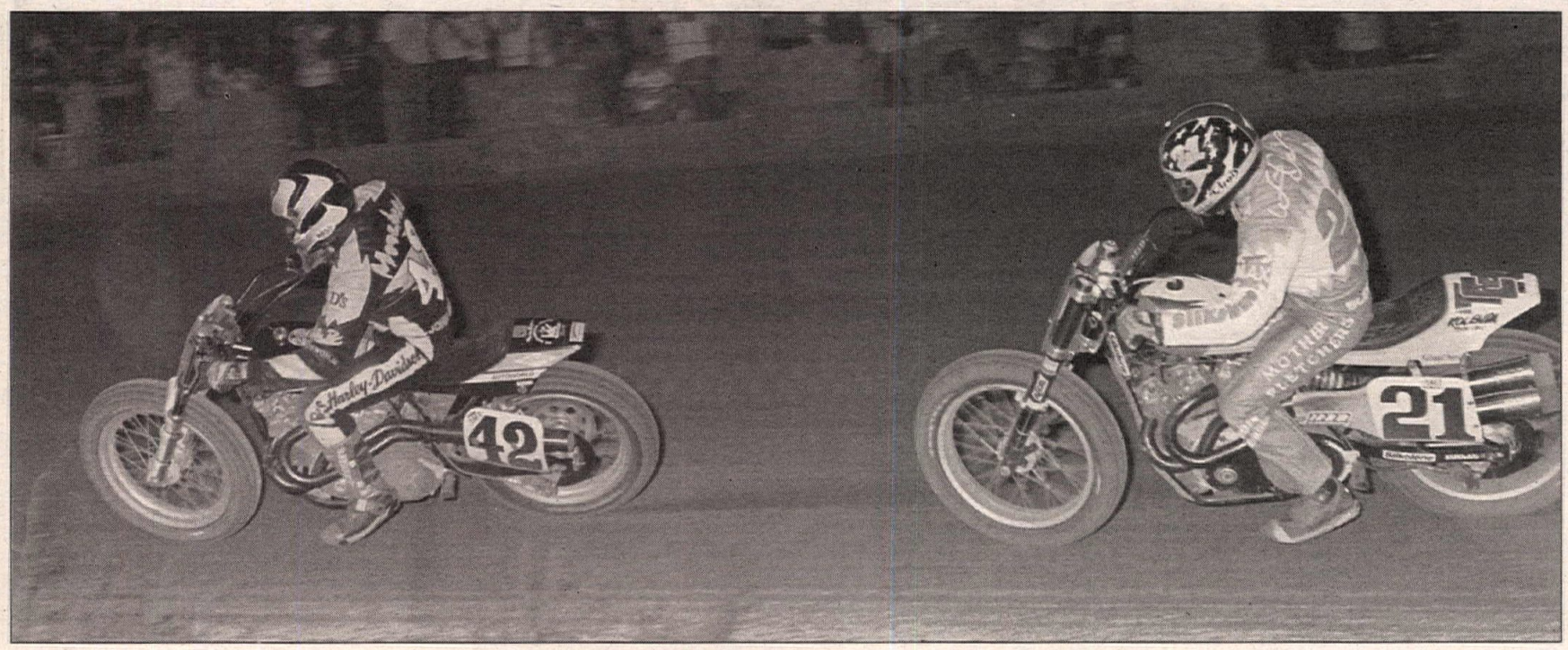
(Above) Will Davis (21) leads Steve Morehead (42), Scott Parker (1) and the rest of the 18-rider field to start the Lima Half Mile. Parker went on to become the first rider in history to win the event two years in a row.

whole lot more of them left."

Nobody knows that better than Morehead, who seems to be picking up where he left off in 1995, and who grabbed the holeshot for the second week in a row only to yield to Parker again. Yet the 40-year-old local "kid," who hails from just up the road in neighboring Findlay, once again gave a good account of himself by driving his F&S Harley-Davidson to a third-place finish and making another trip onto the box this week. Morehead never appeared to fade on the track, but he did appear not to be handling as well as either Davis or Parker, something that the "Findlay Flyer" later verified.

"The days of the dual-shocker are numbered," Morehead said. "We had moved down to the bottom of the race track, and there were ruts in each corner. Those guys were just driving through the bumps in one fluid motion while I was going all over the place. But Parker's gonna be tough even if he's riding a hard-tail, and Davis has got the eye of the tiger this year. I'm 40, and I've got to make my motorcycle work for me so that I can ride it the same each week. But hey, I got on the box again this week, and I'm tickled to death."

(Right) Parker shot by Morehead on the inside of turn three and then opened up a huge lead. His margin of victory was nearly half a straightaway at the finish.



(Left) Davis ran Morehead down late in the race and made a pass to claim second place, thus diminishing the impact that Parker made on Davis' lead in the points race.

Just one spot off the box in fourth was "Mr. Consistency" himself, Rich King. The R&R Racing/Team Saddelmen Honda rider suffered through a mediocre start, but like Davis, went to work on the low line to move to within striking distance of Davis and Morehead, all the while engaging in and coming out on top of a three-rider fight with Roeder H-D's Geo Roeder II and Harley-Davidson of Sacramento's Joe Kopp. But King readily admitted that as the laps wore on, they wore on him, and the hard-working Iowan was in maintenance mode by the time AMA starter Steve Faraci showed the field the five-lap sign.

"I've been working so much on these motorcycles for the past few weeks that I haven't been able to train," King said. "It hurt me tonight. But we had a good night. The motor ran good this week. Johnny (Goad) did a fantastic job. I've been improving by one or two spots at each race so far this year. We'll be dialed in next week."

Kopp was the one man who really wanted to run down King, and the Harley-Davidson of Sacramento rider almost did it, but he also learned that being a nice guy can sometimes get you nowhere fast. The 26-year-old Washingtonian got a bullet-fast start off the second row and could easily have pulled clean in front of the 18-rider field had he not chopped the throttle to avoid contact with King in the first corner. That kindness was rewarded with a fifth-place start. Kopp was then dropped to sixth after being forced to do battle with a hard-charging Geo Roeder II for much of the race, but drove underneath the gritty Ohioan in the closing laps of the race to reclaim fifth.

"That feels pretty good, coming from the second row," Kopp said. "I almost got that holeshot, and if I wanted to be a mean son of a bitch, I could have had it. I was struggling earlier, but in the end we were running right with them. I really wanted to get King bad because he's only a couple of points ahead of me right now. I want to beat him on a 750. There's always next week."

HEATS

Of the 48 riders on hand to attempt to qualify for the main event, King was the first to do so, and he was also the fastest. In a battle of Iowa vs. Ohio, King grabbed the lead off the start in the first 10-lap heat and then used the low line to keep a rim-riding Morehead at bay for the entire distance. USC Racing's Terry Poovey followed them into the show by posting third. King's 4:18.75 time would earn him the pole for the main event by just over a second.

"We've changed a bunch of stuff," King said. "We went to Dayton and tested because it was a limestone track (similar to Lima). But then we came here and changed it all back. I ran the bottom because I don't think the top is going to stay there. The guys who are running the top aren't real consistent - with the exception of Parker. I'm gonna have to get together a few guys to go and beat him up."

Illinois mile specialist Davey Camlin powered the Corbin Racing Harley-Davidson to a rather convincing flag-to-flag win over TCR's Kevin Atherton and S&B Racing/Suburban Motors Harley-Davidson's Bret Beyer in heat two. Camlin appears to be getting tougher in each outing on the half miles in 1996, and he was certainly too tough for Atherton, who never could muster the "talent" to run with the two-time Du Quoin Mile winner.

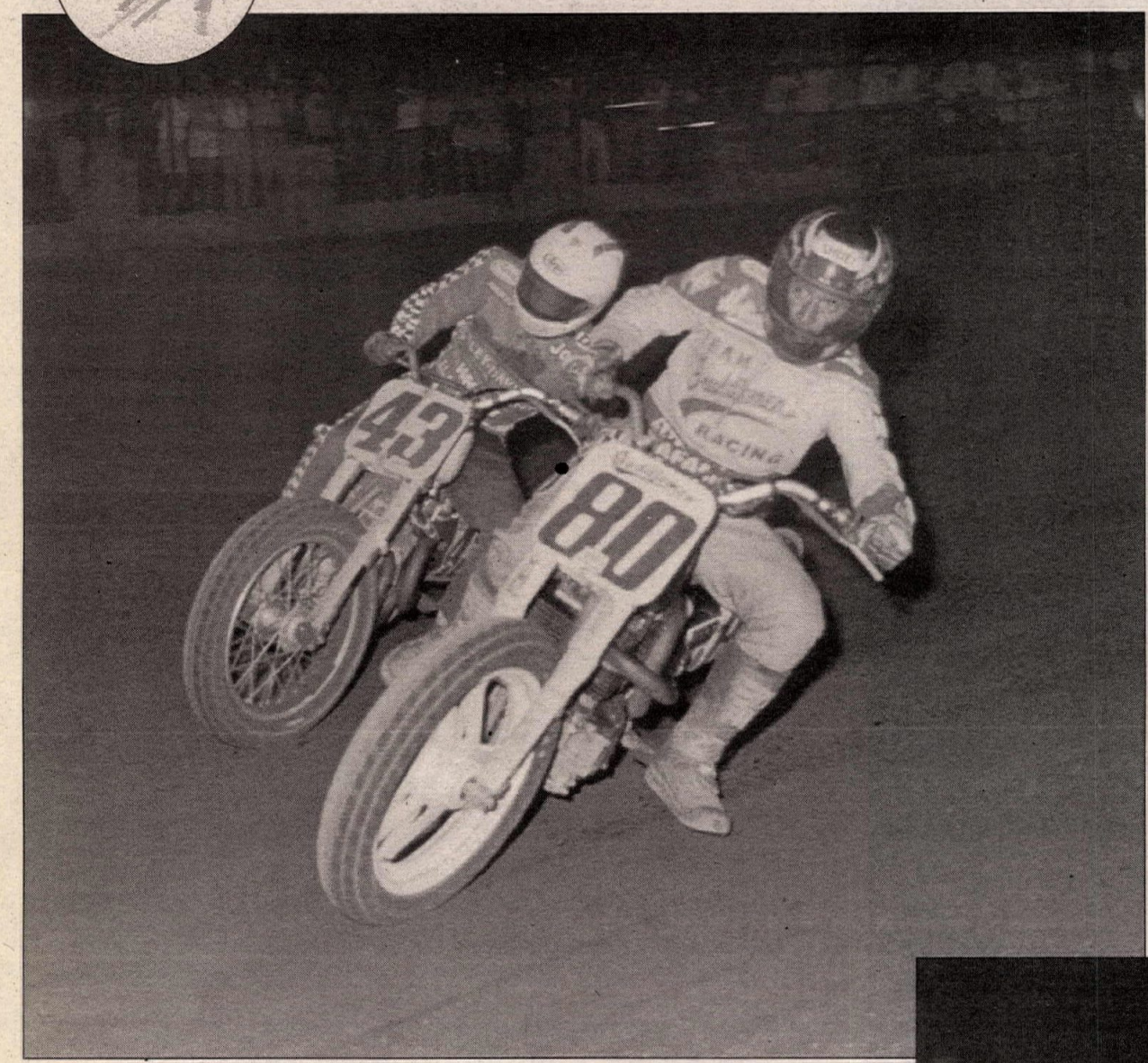
"I'm feeling good," Camlin said. "My main goal is to make the main event, and that's what I did. The best I've ever done here is eighth in a semi. And one thing I'd like to say is that the track people have gone leaps and bounds better in preparing the track this year. There have been times in the past when this place has been downright dangerous. I don't have anything against 883s, but the shortening of the program was the best thing that they could do, because it's giving them the chance to add water between races and dig it up a little."

Davis reversed the trend set in the first two heats by actually making a pass for the win while earning his berth in the final. The veteran shadowed the ever-improving Kopp for four laps before pulling alongside him on the back chute and then burying it just a little deeper in turn three to come out with lead, which he would hold to the end.

"Everyone is going fast," Davis said. "It's so easy to go fast here that it's hard to pass. Toward the end of the main event, you should see a lot more passing because the track will start to deteriorate, and everyone will start struggling. The track is really great right now. It's hard to really run up top, but it's pretty much the same speed everywhere, so you just have to pick the shortest way around."

Part-time National contender and full-time Michigander Danny Koelsch put his Koelsch Farms Harley-Davidson

Round 5: Allen County Fairgrounds



(Left) Joe Kopp (43) and Rich King (80) had a good early battle going. King went on to finish fourth while Kopp took fifth.
(Below) Dan Butler put on the charge of doom from the last row and went on to finish a creditable eighth.

ahead of Eddie Adkins Racing/Winchester H-D rider Kenny Coolbeth and stayed there to earn third place and a direct transfer to the main event, while Coolbeth would have to earn his ticket through the semi.

Parker refused to follow suit with Davis, electing to ride much higher on the cushion as he closed out the qualifying heats by slapping a good 15 lengths on Roeder, who held about the same advantage over USC Racing's Kevin Varnes at the checkered flag. Surprisingly, Parker's time was a 4:20.67, not quite four seconds faster than Davis' heat.

"Just got a holeshot and rode," Parker said. "I moved around a little bit, and as I look at my lap times I can see that the bottom of the race track ain't real fast for me. I need to stay right where I was. I just wanted to make sure I was clear so I could get ready for the main event. We'll probably change a couple things and go at it."

SEMIS

Michigan madman Dan Butler strapped a holeshot on the field - twice - in the first semi, leading both the start and the restart (due to a malfunctioning light) and then stretching the cables on the Gardner Racing/Walters Brothers Harley-Davidson to lead Deeley Harley-Davidson's Steve Beattie into the main event.

"The bike was bad in the heat race," Butler said. "But we kicked it out, lowered it, changed the gear and told the dummy behind the bars to turn on the throttle. I'm starting from the back row, so I've got my work cut out for me."

Sixteen-year-old J.R. Schnabel both came of age and made more than his fair share of fans in Ohio as he mimicked Butler's performance in semi number two en route to making his first Grand National main event. Schnabel, the winningest rider in AMA Amateur National history, appeared flawless on his Suburban Motors H-D entry, leading all eight laps to take the win ahead of TLC Racing's Ian Segedy.

"Finally," Schnabel said. "I knew that if I got a good start that I could run up front. We're in there now. Hopefully I'll get the right line for the main event."

Coolbeth came through with a win in the final semi, leading Corbin Racing Honda rider Chance Darling, who looked strong as he put away the likes of Jay Springsteen to earn the last spot in the big one.

"I got locked up on the inside at the start," Coolbeth said. "But I just held her on and did a little pushing. After that, I didn't look back once the whole time. I have to get the best start that I can in the main event and then pick 'em off. It's gonna be hard to see, but I'll do the best I can."

GRAND NATIONAL

Davis was quickest of the line from his perch in the middle of row one when the 18-rider field scratched and clawed its way off the starting line to begin the main event, though Morehead and Parker were running much higher than the North Carolinian and were able to use momentum to their advantage. Morehead had a full head of steam going into turn three, and as the field powered off turn four to start the second lap, the Ohioan was in the lead.

It did not last long, however, as Atherton snapped a swingarm-pivot bolt going into turn three and was forced to step off the back of his motorcycle to avoid taking a ride through the fence. Though the resulting crash looked serious, the 25-year-old Michigander was up in a matter of minutes with no major injuries.

"The swingarm broke and the back wheel fell off," Atherton said. "I thought, 'Oh God, this is gonna hurt,' but I ghost-rid that sucker into the bales. I'm fine. I just ran it in there and ran out of talent."

The running order was essentially the same on the complete restart as Morehead grabbed the lead down the back straight. Parker appeared to be a bit more composed this time, however, and he quickly worked his way past Davis off turn two before running down Morehead. The two seesawed back and forth briefly to the delight of the crowd, but the race belonged to Parker after he knifed under Morehead on the third lap.

Morehead tried to retaliate going into turn one, but Parker got two strong runs off turn two on successive laps to pull even further ahead.

"I told Morehead on the line, 'Hey, let's do a repeat of last week,'" Parker said. "He just laughed and said, 'Right.'"

"Scotty just turned it in and came underneath me," Morehead said. "That was that."

Further back, Butler was putting on an amazing charge through the field after starting in 12th place from the back row. The former TCR rider aggressively battled with Varnes, Poovey and Beyer, passing Poovey on lap seven and then Beyer one lap later. Butler then overtook Varnes for ninth place in the closing stages of the race, and he was handed the gift of one extra spot when Camlin's motor began to tie up approximately five laps from the finish. Butler was happy with his eighth-place result ahead of the Poovey and Beyer, riding the team's twin-shock, Knight-framed XR750.

"I didn't even want to ride the twin-shocker," Butler said. "But everyone is having so much trouble with the single-shocks breaking. We're a little leery of them. I just wish the race was 50 laps, because I have so much energy left. My team is working together now, and this proves it. They're giving me 110 percent. They're making it so easy for me."

A rather lonely seventh place went to Koelsch, who once again showed that he is more than capable of running with the big boys. The 26-year-old Michigan-based rider started eighth and found a rhythm that allowed him to dice with a still good-running Camlin. The two ran nose-to-tail before Koelsch pulled the trigger and slid under the Corbin rider to claim seventh. From there his position on the race track was never in jeopardy, nor would he advance further.

"We were fired up," Koelsch said. "We got a good jump off the line and we caught Camlin, but I got a little tired about the 20th lap because I have been away so much. I just got to thank God for this. He made it happen, and it's also

great when people are backing you up. All you gotta do is have faith."

The barnstorming Roeder wound up sixth after racing as high as fourth for much of the main event. The Ohioan was taking it to Davis and challenging for third on lap nine, but the next six laps were not as kind when Roeder's high line began to fall apart on him and forced him to drop lower on the track where he struggled with the holes and the slick conditions. The middle laps were telling for Roeder as he was forced to dice with King and Kopp in a race which actually drew them closer to the lead trio. But both King and Kopp were able to get away from him a short time later.

"It started getting slicker out there, and I was getting on the gas too hard," Roeder said. "Then my glasses slipped down on my nose, and I couldn't see where the hell I was going. I was just following Morehead early, and when he dropped down, I dropped down. Maybe I shouldn't have. But you can't get pissed off about it. I just gotta come back next week and try harder."

Kopp slipped by King briefly, but the Iowan was hooked up just a little better, and he was able to squirt away once the three-man dice evaporated. Despite being winded, King was able to continually run hard and square off the corners to keep Roeder and Kopp at bay.

"I just stuck to my guns," King said. "I think everyone was getting tired, but I pride myself on being able to go 25 laps without breathing hard. I was after this one."

Kopp finally ran Roeder down for good on lap 24 to earn the fifth spot.

"There were holes in one and two," Kopp said. "He was running right through them, I was going around them and making time."

Davis picked up the pace and stalked Morehead late in the race, and it looked like he was planning an inside move to grab second, but when the still-active Roeder tried to sneak inside both David and Morehead, Davis rolled off a bit and then drove hard around the outside to squirt into second place.

"I caught Morehead, and then he pulled away, and then I caught him again," Davis said. "He was catching a few holes, and I wanted to go under him in three and four. But when Roeder stuck that wheel in there, I ended up going around him instead."

But once Davis pulled clear, Parker was nowhere to be found. The champ had amassed a half-straightaway lead by lap 17, and barring a mechanical failure, there appeared little that could be done to stop him. Nothing did as Parker maintained the margin to the finish.

"They took a little too much dirt off the top," Parker said afterward. "I don't know if everybody could have run around up there all night, but it was harder to go around the bottom."

Difficult or not, Parker appears to be on his game much earlier than in past years, and he will be looking for his third win in a row at next week's Lake Odessa Half Mile in Michigan. If he continues his winning ways, the 1996 Grand National tour could provide a much longer season than his competition can bear. CN

Flanked by Davis (left) and Morehead (right), Parker (center) holds the victory trophy high in the air on the podium. The win marked Parker's sixth at Lima.

Allen County Fairgrounds
Lima, Ohio
Results: June 29, 1996 (Round 7 of 23)

HEAT 1 (10 laps; 12 riders, top 3 transfer): 1. Rich King (Hon); 2. Steve Morehead (H-D); 3. Terry Poovey (Hon); 4. Steve Beattie (H-D); 5. Brett Landes (Hon); 6. Chance Darling (Hon); 7. Tommy Hayden (H-D); 8. Ian Segedy (H-D); 9. Lonnie Pauley (Hon); 10. Ken Mohler (H-D); 11. Keith Jacobsen (H-D); 12. Robert Knapp (H-D).
Time: 4 min., 18.75 sec.

HEAT 2 (10 laps; 12 riders, top 3 transfer): 1. Davey Camlin (H-D); 2. Kevin Atherton (H-D); 3. Brett Beyer (H-D); 4. J.R. Schnabel (H-D); 5. Dan Butler (H-D); 6. Paul Morgan III (H-D); 7. Doug O'Boyle (H-D); 8. Pat Buchanan (H-D); 9. Greg Sims (Hon); 10. Les Washbon (H-D); 11. Jerry Vanderkooi (H-D); 12. Randy Shank II (H-D).
Time: 4 min., 19.96 sec.

HEAT 3 (10 laps; 10 riders, top 3 transfer): 1. Will Davis (H-D); 2. Joe Kopp (H-D); 3. Danny Koelsch (H-D); 4. Kenny Coolbeth (H-D); 5. Scott Buchan (H-D); 6. Jason Fletcher (H-D); 7. Recil Hart (H-D); 8. Jim Sumner (H-D); 9. Eric Bostrom (H-D); 10. Dale Jenneman (H-D).
Time: 4 min., 24.01 sec.

HEAT 4 (10 laps; 12 riders, top 3 transfer): 1. Scott Parker (H-D); 2. Geo Roeder II (H-D); 3, Kevin Varnes (H-D); 4. Jay Springsteen (H-D); 5. Brent Armbruster (H-D); 6. Paul Lynch (H-D); 7. Mike Varnes (H-D); 8. Jim McIlvena (H-D); 9. Nate Wait (H-D); 10. Gary Rogers (Hon); 11. Stephen Gill (H-D); 12. Jerry Sulek (Tri).
Time: 4 min., 20.67 sec.

SEMI 1 (8 laps; 12 riders, top 2 transfer): 1. Dan Butler (H-D); 2. Steve Beattie (H-D); 3, Brent Armbruster (H-D); 4. Tommy Hayden (H-D); 5. Jason Fletcher (H-D); 6. Pat Buchanan (H-D); 7. Ken Mohler (H-D); 8. Eric Bostrom (H-D); 9. Stephen Gill (H-D); 10. Jim McIlvena (H-D); 11. Jerry Vanderkooi (H-D); 12. David Rayburn (H-D).
Time: 3 min., 28.11 sec.

SEMI 2 (8 laps; 11 riders, top 2 transfer): 1. J.R. Schnabel (H-D); 2. Ian Segedy (H-D); 3. Brett Landes (Hon); 4. Doug O'Boyle (H-D); 5. Scott Buchan (H-D); 6. Paul Lynch (H-D); 7. Jim Sumner (H-D); 8. Nate Wait (H-D); 9. Keith Jacobsen (H-D); 10. Jerry Sulek (Tri); 11. Les Washbon (H-D).
Time: 3 min., 36.70 sec.

SEMI 3 (8 laps; 12 riders, top 2 transfer): 1. Kenny Coolbeth (H-D); 2. Chance Darling (Hon); 3. Paul Morgan III (H-D); 4. Jay Springsteen (H-D); 5. Recil Hart (H-D); 6. Lonnie Pauley (Hon); 7. Robert Knapp (H-D); 8. Mike Varnes (H-D); 9. Gary Rogers (Hon); 10. Greg Sims (Hon); 11. Dale Jenneman (H-D); 12. Randy Shank II (H-D).
Time: 3 min., 37.67 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Scott Parker (H-D); 2. Will Davis (H-D); 3. Steve Morehead (H-D); 4. Rich King (Hon); 5. Joe Kopp (H-D); 6. Geo Roeder II (H-D); 7. Danny Koelsch (H-D); 8. Dan Butler (H-D); 9. Terry Poovey (H-D); 10. Bret Beyer (H-D); 11. Davey Camlin (H-D); 12. Steve Beattie (H-D); 13. Kevin Varnes (Hon); 14. J.R. Schnabel (H-D); 15. Kenny Coolbeth (H-D); 16. Ian Segedy (H-D); 17. Chance Darling (Hon); 18. Kevin Atherton (H-D).
Time: 11 min., 06.74 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 5 of 22 rounds): 1. Will Davis (99 points/2 wins); 2. (TIE) Rich King (74)/Scott Parker (3 wins); 4. Joe Kopp (70); 5. Steve Morehead (57); 6. Kevin Varnes (51); 7. Kevin Atherton (39); 8. Davey Camlin (38); 9. Brett Landes (34); 10. Georgie Price IV (30); 11. Ricky Graham (29); 12. Ronnie Jones (23); 13. Bret Beyer (22); 14. Terry Poovey (21); 15. Dan Butler (20); 16. (TIE) Kenny Coolbeth/Jay Springsteen (17); 18. Mike Varnes (14); 19. (TIE) Roger Durkee/Geo Roeder II (13).

Upcoming Rounds:
Round 6 - Lake Odessa, Michigan, July 6
Round 7 - Du Quoin, Illinois, July 15

Briefly...

The **Professional Motorcycle Owner's Group** met and held officer elections on the day of the Lima Half Mile. Formed in 1994, the body of privateer dirt track racing team owners has been meeting on a semiregular basis to discuss ways to improve the sport of Grand National dirt track racing by working with both the AMA, and the various Grand National promoters, who have their own group as well. Team Undo **Jim Landes** will replace F&S Harley-Davidson's **Gary Stolzenburg** as president. Stolzenburg will remain as vice president. The organization also elected an executive committee that includes **Skip Eaken**, **Mike Lynch**, **Steve Gardner**, **Tom Cummings** and **Eddie Adkins**. "We're still just a baby, and we don't want the AMA to think that we are adversarial," Landes said. "We want to work with them and the promoters to try and bring more attention to the sport, attract more sponsors, more participants and bring about more awareness to the existing teams. These are our primary goals, and we can only accomplish them if they (the AMA and promoters) are receptive to that."

It was all in the family in the Bartels' Harley-Davidson pit of three-time AMA Grand National Champion **Jay Springsteen**. Springer's brothers Chuck and Wayne were on hand to lend assistance to crew chief **Joe Bisha**. "They're just hangin' out," Springer said. "My brother Chuck ran with us up in Flint the other night on my ice bike. We've been spending so much time getting stuff ready for him to ride that it's been cutting into our fishing time." Springsteen had a tough night, failing to transfer out of the last semi.

After his first practice session, Bartels' rider **Eric Bostrom** was less than optimistic about his chances at Lima. "Man, I suck at this place," Bostrom said. "Put me on a CR500, and I can run on any cushion track real fast. Put me on this thing, and I stand still. It's so disappointing because you look at it, and if you were out there by yourself, you'd swear you could really haul. But it's hard to go fast here."

Fast by Feracci road racer **Larry Pegram** cruised up the road from his Baltimore, Ohio, home to catch the action and say hello to his former teammate **Davey Camlin** of Corbin Racing. Pegram was impressed by what he saw. "I'd like to try this stuff someday," Pegram joked. "Really, I didn't think that it would bother me as much as it does (not to ride). I don't miss the racing so much, but it's like when you see everyone racing the motorcycles and having fun, and you don't have one so you can't go out and have fun too. I'm seeing a lot more stuff watching people ride, and picking up on their lines and things then when I was riding myself."

The USC Racing squad is once again a two-man team, consisting of **Terry Poovey** and **Kevin Varnes**. Team mechanic **Johnny Goad** said that **Ricky Graham** was fired earlier in the week for reasons which Goad would not disclose on record. "He needs to get his life together," Goad said.

Will Davis was spotted checking out the **Corbin Racing** stable, especially the Don Camlin-designed monoshocker that **Dave Camlin** is currently riding with favorable results. Dave Camlin reported that Don has elected not to sell the frames, but it was reported that Davis might wind up with one. Davis recently rode the machine during a practice session at the Indy Mile. "It's a really neat motorcycle," Davis said.

Corbin Racing wrench **Skip Eaken** also had a new monoshock chassis design on Camlin's backup Harley-Davidson. Eaken said that his version is designed essentially the same as a Honda but with upside-down linkage.

Mad Cow Disease continues: Harley-Davidson of Sacramento's **Joe Kopp** was the latest rider to try out a twingled XR750, finishing fifth aboard the machine at Lima. "He likes it," mechanic Kenny Tolbert said. "That's all that matters to me." Tolbert also said that the team was going to convert Kopp's backup bike to a twingle as well. Kopp was also sporting a rolled-up and taped-down towel on the seat of his machine to help him stay forward on the bike at Lima. "I don't have as long legs as Chris Carr does," Kopp joked.

Quote of the race: After watching **J.R. Schnabel** decimate his heat race and then receive as enthusiastic a response from the crowd as any non-Ohio rider ever had at Lima, Corbin Racing owner **Skip Eaken** replied, "Damn kids, they shouldn't even let 'em race here until they're 25 years old." At 16, Schnabel falls a bit short.

Bob Norfleet Racing rider **Georgie Price IV** had a miserable day at Lima. Price's XR750 suffered mechanical complications right away in his scratch heat, and the team tried but could not make the necessary repairs in time even to make the semis. "We couldn't fix it in time," Price said. "The crankcase... the, uh, cam cover gasket or... I don't know what happened. I just twist the throttle. We just couldn't fix it in time."

Corser does the double

By Johan Vandekerckhove/ Photos by Gold & Goose

BRNO, CZECH REPUBLIC, JUNE 30

Promotor Ducati's Troy Corser is definitely back on track for a run at the World Superbike title. After jumping out to an early championship lead, the young Australian faced a disastrous German round, where he crashed twice, and then followed that up with somewhat disappointing results at Monza, with a pair of off-the-rostrum finishes. Corser put all that - and his competition - well behind him at the Automotodrom Brno where he stormed to a pair of resounding wins unpressured and with comfortable margins each time, setting the fastest race laps in the process.

His main competition for title lead at the moment is the consistent Aaron Slight, who, despite Corser's double win, still leads the championship, albeit by a slim nine points. Both Slight and his Castrol Honda teammate Carl Fogarty performed much better than expected under the peculiar conditions that Brno presents, conditions that were thought to be highly unfavorable to the RC45. If the conditions were unfavorable, it hardly showed as Fogarty qualified second and the Honda riders shared the rostrum with Corser, trading the runner-up spot in the two races.

RACE ONE

With most of the Czech sporting fans preparing for the European football final vs. Germany on Sunday night, only 10,000 showed up for the World Superbike race. The European racers would not, however, be in position to mix it up with the top brass at Brno.

As he had predicted, Corser got the holeshot and dived into the first slow corners in the lead. Both Honda riders - Fogarty and Slight - were in hot pursuit, followed by the rest of the gang. A few laps later and Corser was already some three seconds ahead of the competition. The Australian was never headed, and he would continue his heated pace until he had a 10-second lead. By that time, the Promotor team was already preparing for its third celebration of the season.

The Honda duo, meanwhile, was left to battle it out for second. Slight held the spot for three laps, but Fogarty took over for the rest of the race. John Kocinski ended the first lap in fourth, and it was a position he would hold to the finish. The only thing that changed for the American were the numbers on his pit board. At the end of the race, he had a 16-second cushion between himself and Slight on the one hand, and a similar margin to fifth-placed John Reynolds on the other. Reynolds had been the surprise winner of a spirited battle for fifth.

With five laps to go, Reynolds was still fending off the attacks of Colin Edwards II, Mike Hale, Pier-Francesco Chili and Wataru Yoshikawa, who had come back from an 11th-place start. Muzzy Kawasaski's Anthony Gobert and Shawn Giles had crashed in two separate accidents on the first lap.

"I was hit from behind," Giles said at the end of the day. "The back of my leg is still hurting. More importantly, my team wasn't able to clean up the bike in time for the second heat. The ride through the gravel pit resulted in some dust and rocks getting into the engine. This couldn't have come at a worse moment. After this race, the team and Pirelli will decide if I will be entered in other World Superbike races this year."

For Gobert, his bad luck continued. "I had a very good start," the Kawasaki rider said after almost having torpedoed Neil Hodgson. "But I soon realized I was going uphill and losing a lot of ground that I would have to do everything in my power to get a good result. With the bike being as underpowered as it is, I have to ride it overaggressively. And what can I say? I just wanted to win the race on the first lap."

Corser, of course, had a different story to tell after his first win of the day: "After testing and qualifying, I knew that I had a good setup. I had to take a bit of a gamble though on the tires, because the track is different from yesterday. Because of the tire selection, I didn't really know if I would be able to get a big gap right away, as I'd intended."

Fogarty continued his rise to the top with a fine second place.

"I went into third right from the start," the double World Champion said. "But I passed Aaron in the chicane. I tried to get away, but unfortunately I struggled a little with the grip."

Slight completed the rostrum after having chosen a harder tire than his teammate: "I got away very good. In the end though, I did get some tire problems in the rear. I knew that if I had to take Fogarty, it would have to be in the last two laps. But because of the tire condition, this didn't work out."

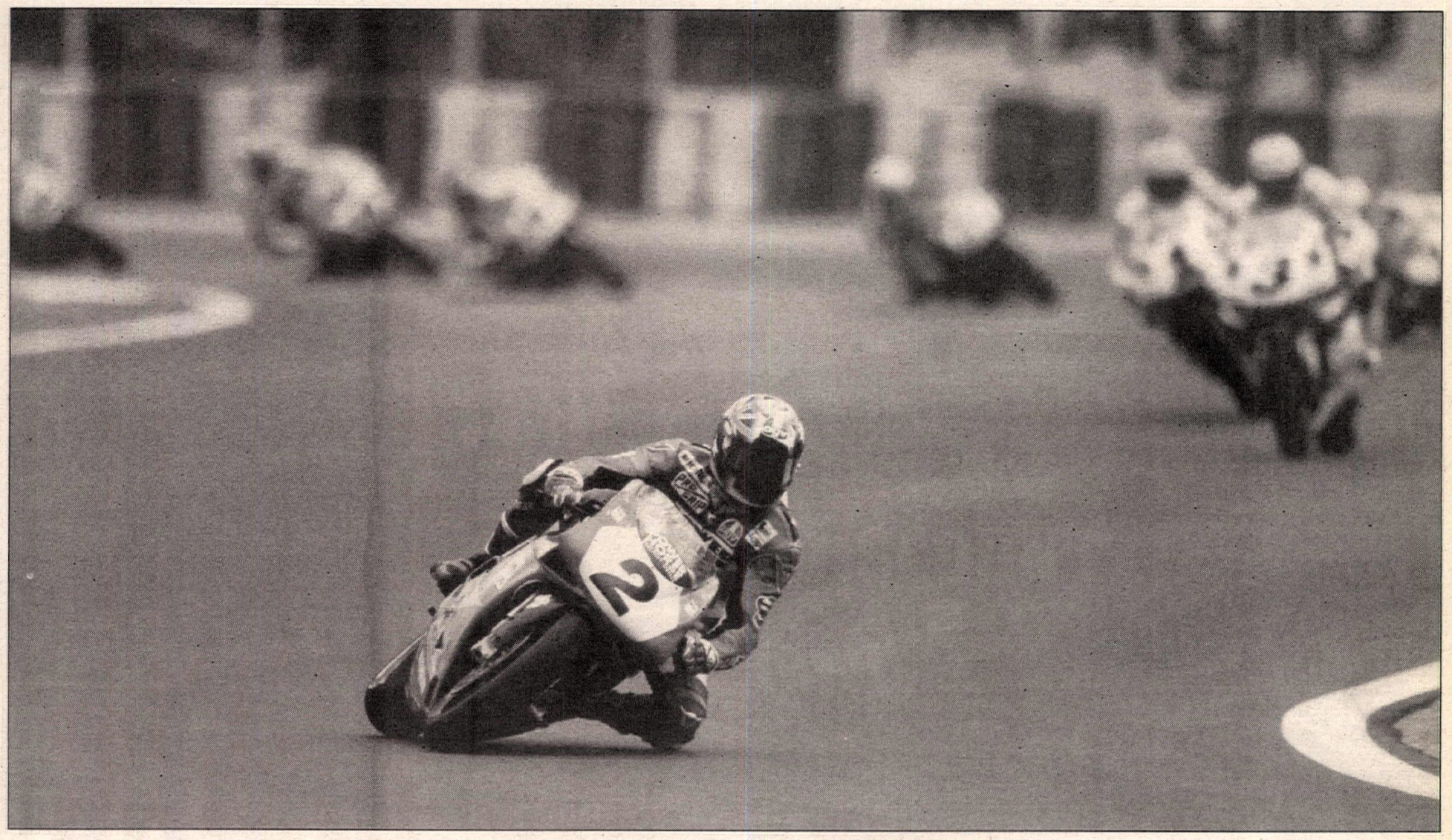
Kocinski finished a lonely fourth after a steady outing. Edwards ended up sixth, with less than two-tenths of a second advantage over Hale. "We've been trying some things with the tires this weekend," Edwards said. "We put the hardest possible tire on, but still it was shredded so I couldn't get the bike to turn. It was a very hard race, especially with three guys breathing down my neck. I hope that for the second one I'll get a good start and be a little bit more on my own."

Aaron Slight (3) gets the jump on the field at the start of the World Superbike round in Brno. John Kocinski (11), Troy Corser (2) and Carl Fogarty (1) flank the Kiwi.

Hale was pretty pleased with his seventh place as his season is beginning to turn around. "From the start onward, my clutch didn't work. So backshifting was a big problem and it didn't really give me a lot of confidence. What's more, I felt I was a potential danger to the other riders on the track."

The second Muzzy Kawasaki rider, Simon Crafar, finished 11th. "We finally opted for a different setup in order to let the tire last a bit longer. But I struggled around from the beginning of the race. And I wasn't riding my usual self. My injuries, coupled with the power problem, means that we had too much against us. Tenth place is not too bad in these conditions."

Kirk McCarthy was 14th on the factory Suzuki and Rob Phillis took the last World Superbike point. "The only thing I can say is that we chose the wrong tire," the McCarthy said. "It would either have been awesome, or a complete disaster. Actually, it worked great for two laps, and then there was just nothing."



Troy Corser was unbeatable in both legs of the Czech round. The Australian ran away and hid both times out to move into second in the World Superbike point standings.

RACE TWO

The second race lacked any real suspense. After some three laps, everybody seemed to be happy with the positions they held and were determined to hold them until the very end. It was only some five laps before the checkered flag that things started to change. With raindrops starting to fall, Gobert was the most notable victim of this sudden change in the grip conditions. The Kawasaki rider went straight into a gravel pit, managed to stay on board, but lost so much time that he completed the last couple of laps cruising around and finishing 19th. The unfortunate Australian had been as high as fourth after one lap. "What can I say? There was nothing I could do. The bike just didn't work, and neither did the tires," Gobert said.

Several riders slowed when the rain drops hit their visors and windscreens, hoping for the race organizers to stop the race. But the light shower passed quickly, and the final three laps would be held on a nearly dry surface.

By that time, Corser had once again taken such a comfortable lead that nobody along the track expected him to fail. Aboard the Promotor Ducati, however, things weren't going as smoothly as they appeared.

"To be honest, I thought I wasn't going to make it," Corser explained. "After a few laps, I noticed that oil was dripping. So I thought that it was either going to stop or I would crash. Never did I think that I was going to make the end or that the bike would keep on going. The left side got a little greasy, so I tried to keep the bike on the right side as much as possible."

The Ducati held for the whole distance, however, and the Australian was able to notch up his second victory of the day.

Slight claimed second, a spot he held from the third lap on. The New Zealan-

Boring, for a change

For a change, the second qualifying session was quite boring, with only a few riders getting their feet wet (literally) on the damp track on Saturday afternoon. John Kocinski and Colin Edwards II were definitely the most active men on the track at that time, even though they knew that they would never come close to the lap times they had set one day before in dry conditions. The change of the weather was good news for Troy Corser and the other three riders who had made it to the top four on Friday afternoon.

"I like this track," Corser said after the final qualifying session. "After our tests here last week, we knew that we had a good wet and dry setup for this track. I was, however, surprised by the drastic way the track condition had changed due to the rain. We had to look for a new tire that worked under these new circumstances. During the private tests, I also spent a lot of time finding different lines on this wide track. I found some that no one else uses and that are also pretty fast. It's important here to get a good start, as you immediately get to a few slow corners in the first kilometers. If you can get away at the start, you can make a gap pretty easily. And the Ducati seems to like the uphill sections. And finally the new brakes that Brembo gave us for the first time in Monza really seem to make a difference here. In the beginning of the season, I'd sometimes had some trouble braking into the corners. The riders that outbraked me a couple of weeks ago might be surprised now."

Carl Fogarty stormed to second position in the closing minutes of the first practice session. Somewhat of a surprise for most, as the World Champion had dreaded the circuit because of the emphasis placed on the front end at Brno - an area that has always been a problem with the RC45. And the man from Blackburn had also only managed to turn the ninth-quickest time during the private practice sessions a week before.

"Things weren't really as awful as they might have looked," Foggy said. "I just didn't feel too well last week. We changed some internal elements in the front fork, and that gave me enough confidence to go fast."

Neil Hodgson and Kocinski were pretty surprised to find themselves on the front row of the grid, especially as both Ducati factory riders had missed one and a half days of the two private tests in mid-June. "I stayed on race tires yesterday," Kocinski said after the second practice session on Saturday. "And I set my qualifying time after some six laps. I know that I could have gone faster on softer tires. Today I made a lot of laps because I enjoyed it out there. And I also did a race distance on intermediates. This experience might come in handy if the weather stays like this for the rest of the weekend. In the meantime, we are still looking for a good setup. The Ducati is a very sensitive bike as to geometry and suspension. But I feel confident; I've always been on the rostrum here in the past. I hope to continue that tradition."

Anthony Gobert, Aaron Slight, John Reynolds and Edwards were the men on the second row. "My fitness is still down after my crash at Hockenheim," Gobert complained. "I could only walk properly again a few days before Monza. Testing last week was okay; unfortunately, yesterday I was held up most of the time by slower riders. The acceleration seems to be okay here, and I think that the aggressive way I ride the bike can make up for its bad condition and lower speed. Apart from that, I kinda enjoy the slippery surface."

Aaron Slight felt he would have bettered his time substantially if the rain had stayed away on Saturday afternoon. "This morning, I ran an engine in and I went already faster than yesterday," the Honda rider said. "The slippery condition of the track on Friday made us rethink a lot of the lessons we had learned last week. That's why I would prefer a dry race. I did 16 laps on the same tire, and there were no problems."

Like most of the other Dunlop riders, Edwards wasn't confident about the longevity of his tires on the very abrasive surface of the Brno track. "I hope it rains tomorrow," the Yamaha rider said. "We have problems finding a tire that will last the whole distance. We'll have to use one of the hardest front tire compounds available from Dunlop. But apart from that, everything has gone pretty well. This morning during the second free practice session I went half a second faster."

Kirk McCarthy qualified the second Suzuki in 10th position, after having struggled with some electrical problems, both on... and off the bike (electricity went out during the practice session on the whole circuit, which meant that the tire warmers did not work anymore).

"This is my first time on wet Michelins on the Suzuki," the diminutive Australian said. "We struggled with some front-end problems, just like most of the other riders, but we found a solution in the setup of the front suspension. We were surprised that some tires that had worked during the private tests last week didn't work anymore this weekend, and the other way around..."

Simon Crafar put his Muzzy Kawasaki on the 12th spot on the racing grid. "The private test sessions last week were a waste of time for me," the Kiwi said. "I only did some 20 laps, and my sore foot didn't allow me to go as fast as I wanted to. Apart from the traditional horsepower problems, we spent some time on finding front forks that did not bottom and put the tire too much to the test in the corners. But most of all, I want to go out there tomorrow and ride as hard as I can. I have been sitting on my bum for long enough now."

Mike Hale qualified 16th. "I need every minute of practice that I can get," the Texan said. "I wasn't able to test last week and Friday morning because of my foot injury. But things start to fall into place now." Shawn Giles and Rob Phillis, the youngest and the oldest members of the Australian delegation, notched up 21st and 22nd practice time, respectively.

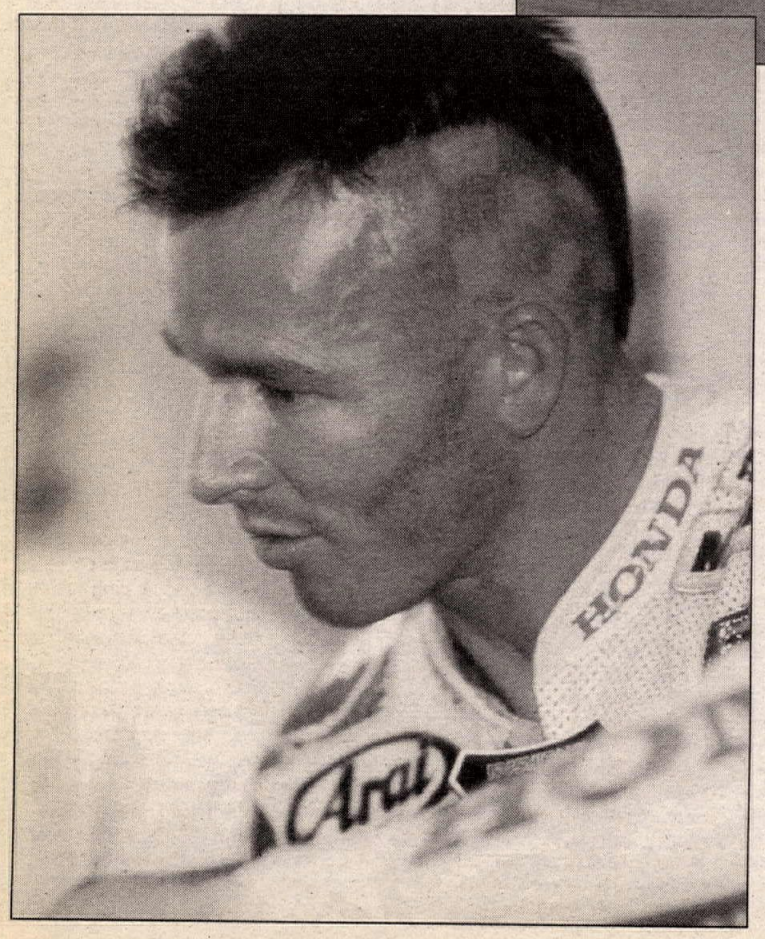
Round 5: Brno, Czech Republic

(Above) Kocinski (11) battles with Pier-Francesco Chili (7). (Right) Colin Edwards II (45) leads John Reynolds (10), Chili and Mike Hale (67).

der had pinned his hopes on the black smoke coming from the leading Ducati's exhaust.

"When I almost lost the rear end on the back straight, I knew that Troy was in trouble. I thought for sure that he was going to stop, but he just kept on going."

Fogarty finished third after an equally lonesome race, even though Hodgson was never far away. "I got too cautious when I saw the smoke coming out of Troy's bike," the Honda rider said. "Aaron got away a bit, and I wasn't able to get back to him, as the bike wouldn't pull through the gears going uphill. But I'm now really getting to grips with the Honda; I've found a riding style that suits the bike better."



(Left) Nice do. Aaron Slight showed up with this haircuit and then finished second and third in the two races.

Hale had his best result of the year with a fifth-place finish, after having escaped from the clutches of Kocinski in the final stages of the race.

"We got the clutch fixed after the first race," Hale explained. "We did some fine-tuning on the front end, and that seemed to do the trick. The bike steers a lot better midcorner now, and I can honestly say that this is the first race this year that I've been able to put the bike where I want it in the corners."

Edwards and Reynolds, once again, kept each other company, but this time it was the Yamaha rider who stayed in front. Edwards finished seventh, in front of Reynolds, Crafar and Chili.

"Finally, we went back to the basic setup that we had while testing last week," the Texan said. "I went one second a lap quicker than in the first race. The bike was a lot better to ride. Unfortunately, the front tire was still a mess, so that didn't help me get a better result."

Crafar was happy to be leaving Brno with some points in his pocket. "We didn't change anything on the bike," the Muzzy Kawasaki rider said. "This was about the first time in my life that I actually noticed that you use your feet while racing a bike. By putting some more weight on the footpegs in the corners, I was able to go a bit quicker. Apparently, I still have to adapt my style accordingly. One of the mechanics came to see me after the race and told me: 'In the left corners you look like Simon Crafar, in the right corners you look like a Belgian policeman.'"

Phillis took another point, repeating his performance of the first heat: "I sort of had a lonely ride in the second race. It was only until the end that Bontempi caught up with me. I had a tougher shot in my hand before the start of the second heat, so that was a lot better. Funnily enough, Piergiorgio has a similar injury than mine, so nobody could use this excuse for losing out. Anyway, I feel a lot better now, as I went straight to the clinic after the race to have a cast put on my broken hand."

McCarthy retired and Giles was a non-starter. McCarthy had made another superb start from 10th place on the grid and was running well in seventh place before he crashed. Although he tried to restart the bike, it had picked up too much gravel and he was forced to retire. "It is frustrating to crash at any time but more so when you're going good. I had a good start again, but just wasn't able to make the most of it. CN

Automotodrom Brno
Brno, Czech Republic
Results: June 30, 1996 (Round 5 of 12)

QUALIFYING: 1. Troy Corser (2:03.825/97.391 mph); 2. Carl Fogarty (2:04.468); 3. Neil Hodgson (2:04.480); 4. John Kocinski (2:04.855); 5. Anthony Gobert (2:04.896); 6. Aaron Slight (2:05.382); 7. John Reynolds (2:05.534); 8. Colin Edwards II (2:05.837) 9. Pier-Francesco Chili (2:06.112); 10. Kirk McCarthy (2:06.513); 11. Wataru Yoshikawa (2:06.844); 12. Simon Crafar (2:06.896); 13. Paolo Casoli (2:06.918); 14. Christer Lindholm (2:07.085); 15. Jochen Schmid (2:07.239); 16. Mike Hale (2:07.248); 17. Andreas Meklau (2:07.859); 18. Michael Paquay (2:08.151); 19. Piergiorgio Bontempi (2:08.470); 20 Igor Jerman (2:08.525); 21. Shawn Giles (2:08.579); 22. Rob Phillis (2:09.474); 23. John Boustas (2:09.643); 24. Gerhard Esterer (2:10.834); 25. Eric Maillard (2:11.485); 26. Michal Bursa (2:11.640); 27. Anton Gruschka (2:12.486); 28. Kurt Csismazia (2:12.819); 29. Petr Sale (2:13.489); 30. Jiri Mrkyvka (2:14.037); 31. Hermann Schmid (2:14.047); 32. Antonio Giangiacomo (2:16.086).

RACE ONE: 1. Troy Corser (Duc); 2. Carl Fogarty (Hon); 3. Aaron Slight (Hon); 4. John Kocinski (Duc); 5. John Reynolds (Suz); 6. Colin Edwards II (Yam); 7. Mike Hale (Duc); 8. Pier-Francesco Chili (Duc); 9. Wataru Yoshikawa (Yam); 10. Simon Crafar (Kaw); 11. Neil Hodgson (Duc); 12. Andreas Meklau (Duc); 13. Jochen Schmid (Kaw); 14. Kirk McCarthy (Suz); 15. Rob Phillis

(Kaw); 16. John Boustas (Duc); 17. Michael Paquay (Duc); 18. Piergiorgio Bontempi (Kaw); 19. Igor Jerman (Kaw); 20. Anton Gruschka (Yam); 21. Michal Bursa (Kaw); 22. Gerhard Esterer (Kaw); 23. Antonio Giangiacomo (Duc).
Time: 39 min., 52.373 sec.
Distance: 19 laps, 63.643 miles.
Average Speed: 95.775 mph.
Margin of Victory: 10.202 sec.
Fastest Lap: Troy Corser, 2:04.381/96.956 mph.

RACE TWO: 1. Troy Corser (Duc); 2. Aaron Slight (Hon); 3. Carl Fogarty (Hon); 4. Neil Hodgson (Duc); 5. Mike Hale (Duc); 6. John Kocinski (Duc); 7. Colin Edwards (Yam); 8. John Reynolds (Suz); 9. Simon Crafar (Kaw); 10. Pier-Francesco Chili (Duc); 11. Wataru Yoshikawa (Yam); 12. Andreas Meklau (Duc); 13. Christer Lindholm (Duc); 14. Paolo Casoli (Duc); 15. Rob Phillis (Kaw); 16. Piergorgio Bontempi (Kaw); 17. Michael Paquay (Duc); 18. Igor Jerman (Kaw); 19. Anthony Gobert (Kaw); 20. Gerhard Esterer (Kaw); 21. Anton Gruschka (Yam); 22. Eric Maillard (Kaw); 23. Michal Bursa (Kaw); 24. Jiri Mrkyvka (Kaw).
Time: 39 min., 58.710 sec.
Distance: 19 laps, 63.643 miles.
Average Speed: 95.522 mph.
Margin of Victory: 7.790 sec.
Fastest Lap: Troy Corser, 2:04.019/97.239 mph.

Upcoming Rounds:
Round 6 - Monterey, California, July 21
Round 7 - Brands Hatch, Great Britain, August 4

Texan Mike Hale (67) had his best result of the year in Brno, finishing seventh and fifth in the two legs.

Briefly...

Though the 1996 season is little more than a third of the way through, some riders are already thinking of what they might do next year. Just as in 1995, many of the leading men's projects will depend on the choice **Michael Doohan** will make. Take **Aaron Slight**, who would not refuse an offer to go Grand Prix riding next year. "We started talking about 1997 at Le Castellet, when I visited the French Grand Prix a couple of weeks ago," the Kiwi said. "It is too soon to make a decision already, but much will depend on what Mick Doohan will be doing." As things look now, Doohan might stay with Honda, go to Yamaha or even turn to World Superbike racing, as he had suggested last year.

The **Promotor** Team's plans, on the other hand, might be out of the dark within a couple of weeks. "We would like to announce our plans for next year in Laguna Seca," said team manager Alfred Inzinger. "Negotiations with a constructor are in a final stage, and we hope to come to an agreement by mid-July." The Austrian businessman, who is also one of the main sponsors of a Formula One car team, did not want to reveal the name of the constructor he might be working with for next season, but did admit that "it is 100 percent sure that we will continue in World Superbike, and 95 percent sure that we will have factory bikes for the 500cc Grands Prix." Under those circumstances, it is very unlikely that the Promotor team will continue their relationship with Ducati - despite the many successes they have had together. It is, however, very unlikely that any of the manufacturers in Grand Prix will allow one of their partners to work with another constructor in a parallel World Championship series. This leaves Promotor with three possibilities: Only Suzuki, Yamaha and Honda have the machines for Superbike and Grand Prix. Yamaha seems the least likely solution, as they are expected to go on as they have done in the last two years, with an official team based in Europe. The Honda option now also seems to become less and less likely. This was confirmed by a Honda official in Brno. Moreover, Inzinger himself admitted that the working methods of Honda might not be the best solution for him. "We have a contract with Tom Walkinshaw Racing," he said. "They are working on development projects for several major car manufacturers and Formula One teams. They have the latest state-of-the-art equipment at their disposal, including a wind tunnel. It would be a shame not to use that infrastructure for our own development work. But Honda has in the past never been very keen to allow their partners to develop their own ideas on the basis of the Honda machines." Which leaves the Suzuki possibility. "The GSXR750R seems to be a pretty sound basis to work on," was the only comment Inzinger wanted to give in this context. This would, however, not mean that the Lester Harris-run team would disappear from the World Superbike scene: The British team has a two-year contract for developing and running the GSXR until the end of 1997.

The GSXR750 might not, however, be the only Suzuki competing in the World Superbike series in the near future. In Brno, it became known that Suzuki - following Honda and (probably) Yamaha - is working on a twin. This **V-twin Suzuki** is even reported to be in a very advanced stage of development, with test rides already being carried out in Japan. According to some insiders, the machine could be ready for the 1997 season, but Suzuki would not be very keen on entering the bike next year. They seem to prefer to continue developing the twin and - even more important - to card good race results for the brand-new GSXR750 before introducing another machine. In other words, 1998 might be the year of the invasion of the Japanese twins on the superbike scene. It is unknown if the Honda will be ready in time for next season. And if it is, Honda sources have already stated that the factory team will continue to ride the RC45 for at least one more year.

Awaiting the arrival of the new twins, the Japanese seem to be continuing their crusade against the current **technical regulations** - albeit behind the scenes. According to some, World Superbike promoter Maurizio Flammini is one of the parties involved whom they have convinced of the importance of having a series in which several makes can win, instead of a championship being dominated by only one manufacturer. Ducati seems to have been persuaded of the same idea. The German DNL team (which fields Christer Lindholm) was asked to concentrate on the German Open Superbike Championship by Ducati and to cancel their World Superbike program. If they stayed in Germany, they would be offered extra assistance - not so if they continued in the World Championship series. Furthermore, Ducati's strategy toward some of their other private and semiprivate customers such as the Gattolone team (Pier-Francesco Chili), the GioCaMoto team (Paolo Casoli) and the Alstare team (Michael Paquay and Shawn Giles) is not clear either. Some of them have received some special parts, but have to find other parts with other suppliers (e.g. pistons and cylinder heads from Eraldo Ferracci). Also the situation of Andreas Meklau, the part-time third rider within the Promotor team, who also receives some special parts out of the team's parts stock, does not make the situation any clearer. This state of things does, however, increase the rivalry among the Ducati teams and the confusion in the "rest of the world."

The **Brno circuit** is an interesting track in many ways. The very wide track has several off-camber corners and a very abrasive surface. The combination of these things form extra challenges for the riders. The wide track allows some of them to try out different racing lines, while the corners put the front end of the bike very much to the test. The surface does not make things easier on the tires either. This situation was made even more complex during the weekend when it appeared that the new surface had not had time to "sweat out" the oil that is used during resurfacing. When the first rain fell on the three-week-old surface, the rain water and the oil made an extremely slippery cocktail which took some riders by surprise.

Most of the factory teams had already had a chance to get accustomed to the track some 10 days before race day during **private practice** sessions. Troy Corser was fastest on that occasion, clocking a best time of 2:03:29 - about half a second adrift of the lap record set by Luca Cadalora on his 500cc Yamaha. These times were not beaten during the official practice days prior to the race mainly because of the weather conditions. Surprising was the fact that Neil Hodgson and John Kocinski missed a day and a half of the two planned private testing days because of organizational problems. Their bikes arrived more than a day late.

Tension mounts in the **Virginio Ferrari**-run team, especially as the most recent results do not meet the team's expectations - due mostly to a lack of practice and sheer bad luck. Things are not made any easier when one takes into account that John Kocinski, as well as Neil Hodgson, are former Grand Prix riders and used to riding prototypes that are typically very flexible with regard to setup and development. Within the strict technical framework of the superbike regulations, development is progresses at a much slower rate, with mechanics and riders trying to meet each other halfway and trying to make compromises that makes life a bit easier on both parties. After the second Brno race, an emergency meeting was held in hopes of finding ways of getting better results. Discussions were still going on long after most of the team trucks had left the paddock area on Sunday evening.

Former Formula One car constructor **March** wants to enter the World Superbike Championship from next year onward. Last month, they showed a first drawing of the stock model of their bike, which will be the first commercially available motorcycle with a carbon-fiber frame. Les MacTaggart, Al Melling and John Gentry, the three men behind the project, have opted for an in-line four-cylinder engine with some 170 bhp in stock form. The 16 valves will be pneumatically activated. No further information was given as to the identity of the engine supplier or other details.

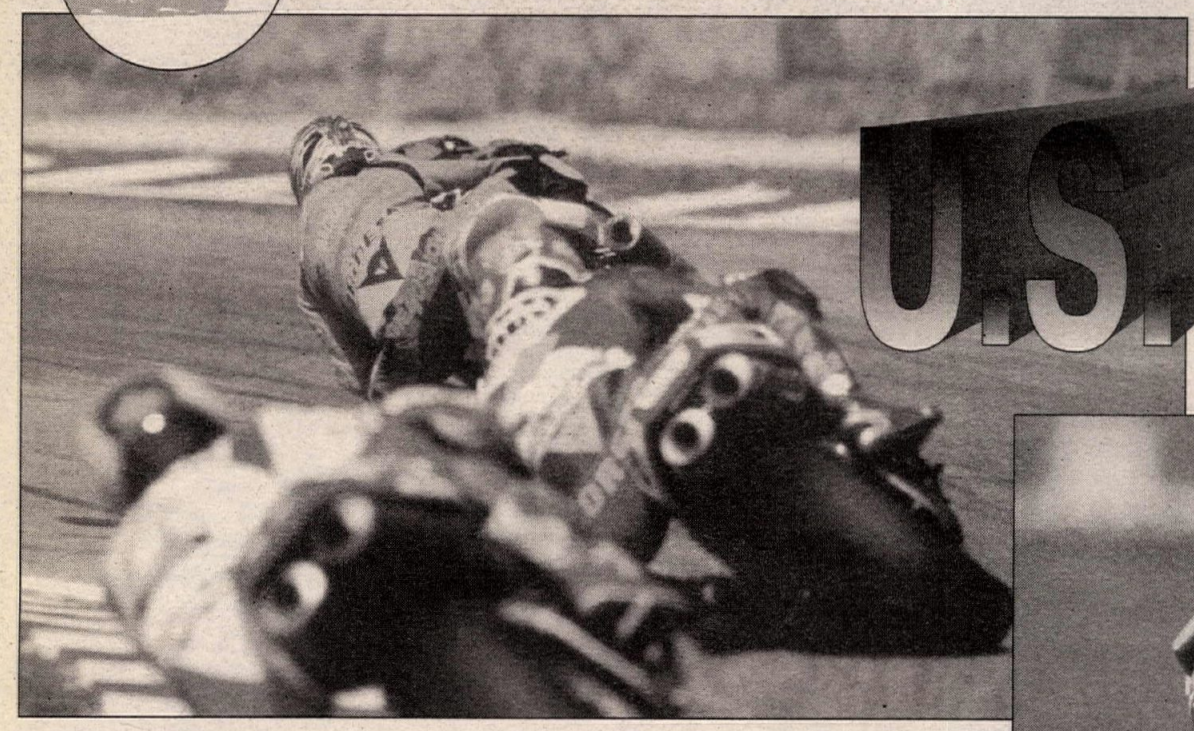
The Brno race was the **100th World Superbike Championship event** since the series was created in 1988. In nine years, Carl Fogarty has gained - by far - the most successes. He is the all-time number-one rider with 37 heat victories (35 with Ducati and two with Honda). The Brit leads Doug Polen (27), Raymond Roche (23), Giancarlo Falappa (16) and Scott Russell (14) on the all-time win list.

Mike Hale missed the first free practice on Friday because race doctor Corbascio had not yet arrived. Dr. Costa's four-stroke-series equivalent was supposed to remove the pin from Hale's foot on Thursday, but didn't arrive until Friday. Only after an "emergency" operation before the first qualifying practice could Hale ride his bike again after four weeks of inactivity.

Simon Crafar had some awkward health problems as well. After his crash at Monza, the Kiwi had been taken to the circuit hospital. The local doctors had failed to diagnose the broken bone in his right foot and let the rider go without a cast. Only when the pain didn't stop during official practice at Brno did Crafar visit the local circuit doctor to have his foot checked. The doctor told him that his foot should have been in a cast right from the start. "I didn't believe him at first," Crafar said. "I thought that was a natural reaction over there, and that they still worked as they had been doing the last 20 years. Only when Dr. Corbascio confirmed the diagnosis, I started to worry about my participation in the race." Finally, Crafar found a compromise and "sat on his bum" between practice sessions and the races with his foot in a plastic cast, lent to him by Troy Corser.

The rain on Saturday caused a big problem for the official **Suzuki** team. It was the first time that the bikes had been out in the wet and, after some laps, the riders came into the pit with the underside of the fairing full of water. The FIM had decided after the fatal accident of Yasutomo Nagai in Assen at the end of last year that the superbikes had to have a completely sealed fairing with a basin at the bottom in which all the engine oil could be contained in the case of an oil leak. Afterward, the Federation decided that a hole of 25mm diameter could be drilled into the fairing in order to allow water to flow away in a wet race (with a plastic plug sealing the hole in other conditions). This piece of engineering was performed on the Suzukis only on Saturday evening, as the team had not been updated about the change in regulations.

Former official Ducati Superbike rider **Mauro Lucchiari** finally seems to have broken the spell of bad luck that had been following him since the beginning of the European Championship season. The quiet Italian took his second consecutive victory of the season at Brno, after having notched up his sixth pole position of the year. Meregalli and Guarshi joined their countryman on the rostrum. Fabrizio Pirovano dropped to sixth in the final stages of the race but is still leading the championship with quite a comfortable margin.



U.S. vs. Them

Last year three riders fought for the lead in each of the two World Superbike legs at Laguna Seca Raceway. This year there could easily be six, maybe seven, scrapping until the very end.

The first-ever World Superbike round at Laguna featured tremendous battles in both races, with Miguel DuHamel and his Smokin' Joe's Honda mixing it up with Australian's Anthony Gobert and Troy Corser in the first leg, and Texan Mike Hale taking up where DuHamel left off in the second race.

When push came to shove, Muzzy Kawasaki's Gobert and Promotor Ducati's Corser had a bit on their AMA Superbike counterparts, but only just. Corser and Gobert split race wins, but both times out they were pressured by the upstarts from the AMA series with DuHamel and Hale recording a pair of third-place finishes.

Based on their efforts of a year ago at Laguna Seca, Corser and Gobert have to be considered favorites again as the series returns to the hills of Monterey, California, for a second successive year. But this time the challenge will come from a bigger variety of World Superbike riders.

And the AMA Superbike riders could easily present an even bigger challenge than they did a season ago.

Ducati Corse's John Kocinski has won races at Laguna Seca in the past, including a 500 and 250cc Grand Prix.

(Top) Hot action, World Superbike style. (Above) John Kocinski leads the American contingent of World Superbike racers to their home round at Laguna Seca. (Left) Troy Corser comes to Laguna as the hottest rider in the series, with four race wins.

He considers it his home track, and he'd like nothing better than to win there again. Kocinski will be joined by his young teammate Neil Hodgson, the Brit suffering an up-and-down year thus far after missing races due to injury.

Last year, Castrol Honda's Aaron Slight struggled badly at Laguna. This year he can't afford to do so again as he enters the event with the lead in the World Championship. If he intends to keep it, he'll need a strong effort in California.

Then there's Carl Fogarty. Seemingly hell-bent on proving that he can win on anything, the Brit has thus far proven his doubters wrong. Fogarty won two World Championships on factory Ducatis, but it was the bike, the skeptics said. This year he is in the hunt again. And this year he is doing it on a Castrol Honda. So much for the argument that it was the Ducati that won those titles, only bringing Fogarty along for the ride. Fogarty had his worst performance of the season last year at Laguna. Look for that to change on July 21.

Although Hale was a factor at Laguna last year, this year he has done nothing but struggle since taking the number-two ride on the Promotor Ducati. If Hale is to right the ship, Laguna would be a good place for him to do so. After all, at least he is finally visiting a familiar race track and that should allow him more time to work on the things that have thwarted his efforts thus far - setting up the still-unfamiliar Ducati.

Another who still hasn't won a World Superbike race is Colin Edwards II, but the young Texan is getting closer all the time. Hampered with perhaps the least competitive of the factory bikes, Edwards has proven his worth as a rider by continually putting the somewhat dated factory Yamaha near the front of the pack. Last year he said he tried too hard to be successful at his home round, but finished both races well off the pace. This year things could be different. There'd be no better place for Edwards to finally crack the World Superbike nut than at Laguna Seca.

Although Gobert garners the most attention, it is Kiwi Simon Crafar who is actually having the best year on the Muzzy Kawasaki team. Although he hasn't won a race yet (Gobert did, only to be disqualified for illegal carburetor modifications), Crafar has parlayed top finishes into a consistent season that places him in the top 10 in the World Championship. Crafar could be a surprise at Laguna.

Last year, Pier-Francesco Chili crashed out at Laguna Seca, but the Italian has proven over and over that he has what it takes to win on the World Superbike level. And he did so again only a few weeks ago in the Italian round at Monza.

The Suzuki World Superbike team will make its American debut with riders Kirk McCarthy and John Reynolds. The team has had a tough go of it so far in 1996 as they struggle to get the new Suzuki GSXR750 up to speed on the world level.

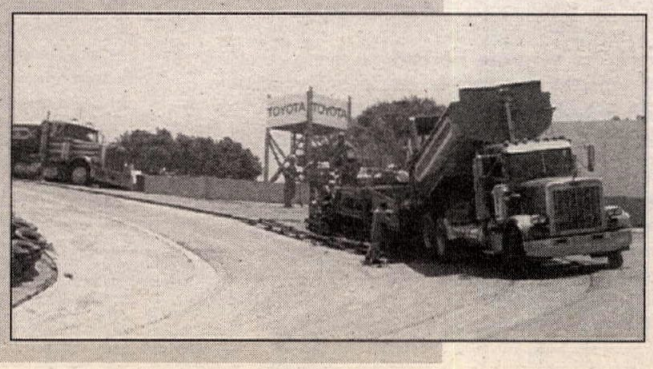
Hale, Edwards and Kocinski are the only Americans in the series. But they won't be the only Americans at Laguna Seca. With the exception of the Japanese round, no other country provides such a local challenge to the top brass as the AMA regulars do when the series comes stateside. Although French Canadian Miguel DuHamel will obviously provide the biggest challenge again, he won't be alone. Back in May, Muzzy Kawasaki's Doug Chandler ran with DuHamel throughout the National until the Honda rider crashed with only two

New surface = lap records

Expect the lap times at Laguna Seca Raceway to drop - dramatically - during the World Superbike round on July 19-21. The reason? The best riders in the world on the best Superbikes in the world - but also because of a completely repaved 2.238-mile Laguna Seca race track.

For the first time in over 15 years, the entire race track at Laguna Seca has been resurfaced. The work began on May 2, used some 3400 tons of asphalt, and cost $750,000. Laguna Seca turned to Bob Harrington, who was the project manager for the resurfacing of Michigan International Speedway and several other Penske paving projects, for guidance in getting the job done and it was agreed upon that slag would be used along with a state-of-the-art polymer additive to get the most out of the new surface.

"The project went off like clockwork," said Scott Atherton, General Manager of Laguna Seca said. "The asphalt mix we're using is unique and tricky to work with, but the finished product is outstanding. The track will cure for over a month with nothing on it, then we'll be ready to go racing and break some records."



Past winners

The July 19-21 round of the World Superbike Championship will mark the fifth time that a round of the series has been held on American soil. The first three rounds, in 1989, 1990 and 1991, were held at Brainerd International Raceway in Minnesota, with Laguna hosting the event for the first time last year. Here's a look at the past winners of the U.S. round.

June 11, 1989 - Brainerd International Raceway

Race 1:	1. Raymond Roche	Ducati
	2. Fabrizio Pirovano	Yamaha
	3. Stephane Mertens	Honda
Race 2:	1. Raymond Roche	Ducati
	2. Stephane Mertens	Honda
	3. Fred Merkel	Honda

June 10, 1990 - Brainerd International Raceway

Race 1:	1. Stephane Mertens	Honda
	2. Raymond Roche	Ducati
	3. Doug Chandler	Kawasaki
Race 2:	1. Doug Chandler	Kawasaki
	2. Stephane Mertens	Honda
	3. Terry Rymer	Yamaha

June 9, 1991 - Brainerd International Raceway

Race 1:	1. Doug Polen	Ducati
	2. Scott Russell	Kawasaki
	3. Stephane Mertens	Ducati
Race 2:	1. Doug Polen	Ducati
	2. Scott Russell	Kawasaki
	3. Stephane Mertens	Ducati

July 23, 1995 - Laguna Seca Raceway

Race 1:	1. Anthony Gobert	Kawasaki
	2. Troy Corser	Ducati
	3. Miguel DuHamel	Honda
Race 2:	1. Troy Corser	Ducati
	2. Anthony Gobert	Kawasaki
	3. Mike Hale	Honda

(Above) Belgian Stephane Mertens was always a top scorer in the U.S. round of the World Superbike Series. Here he rides his Honda in 1990.

(Above) Simon Crafar (6) leads Texan Colin Edwards II (45). (Left) Aaron Slight currently leads the World Championship point standings.

laps to go, giving Chandler the victory. Chandler has continued to fly high in the series, and he currently leads the AMA Superbike National Championship. Those two should provide the AMA regulars with their biggest hope of a top finish.

They'll be joined by their teammates Steve Crevier (Smokin' Joe's Honda) and Mike Smith (Muzzy Kawasaki), although Crevier will be coming back from the injuries he suffered in a personal watercraft accident prior to Mid-Ohio at the end of May.

At press time it was still undecided if the Yoshimura Suzuki team of Pascal Picotte, Mat Mladin and Aaron Yates were going to take part in the Laguna round of the World Championship, as the team was waiting for assurances from Dunlop that they would receive the top-level World Superbike tires.

There are other AMA that teams will miss the Laguna round. Vance & Hines Yamaha's Tom Kipp and Jamie James won't be racing. Ditto for the non-FIM-homologated Harley-Davidson VR1000 and its riders Chris Carr and Thomas Wilson.

Fast By Ferracci Ducati will be on hand at Laguna Seca, though team owner Eraldo Ferracci wasn't certain if all three of his riders would be there. It's a fair assumption that we can count on seeing at least Larry Pegram on the all-red factory Ducati.

Last year, the AMA regulars benefited greatly from the local knowledge gained from racing in the AMA National every year at Laguna Seca. How much effect the repaving (see sidebar) will have on machine setup won't be known until the first laps are turned in practice, but the resurfacing may in fact help even the playing field for the foreign invasion.

The Laguna Seca round of the AMA National Championship in May featured one of the all-time best 600cc Supersport races with Smith and DuHamel fighting to the bitter end, along with a race-long challenge from Kinko's Kawasaki's Thomas Stevens. Those three and the rest will be back for what will be round eight of the Pro Honda Oils 600cc Supersport Series as race promoters have again added the 600cc class as a support race for the World Superbike event.

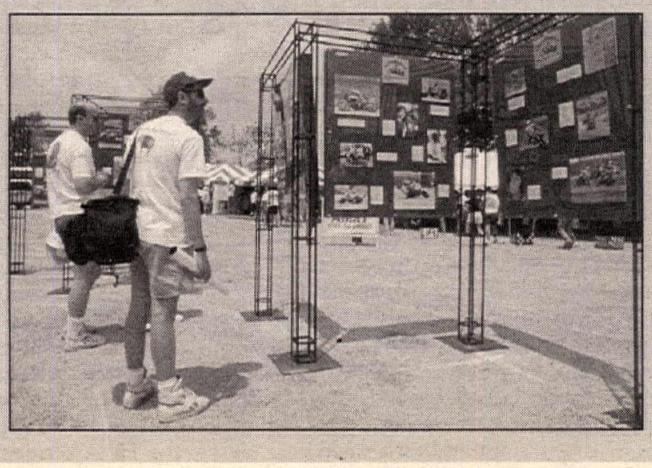
That also holds true for the Progressive Insurance Harley-Davidson Twin Sport race which will also be held on the World Superbike weekend. This race will give World Superbike spectators the opportunity to see the Ben Bostrom/Matt Wait battles that have been going on all season long in the AMA series. CN

Racing through the years

Spectators attending the World Superbike Championship round at Laguna Seca will have the opportunity to view the *Cycle News* Superbike History Exhibit. The exhibit features classic photos of past AMA Superbike personalities while chronologically taking viewers through the evolution of Superbike racing, from the early Production racing days to today's current crop of sophisticated Superbikes.

As part of the American Motorcycle Racing Teams (AMRT) Superbike Pavilion, the exhibit can be seen not only at the World Superbike round, but at the majority of the AMA Superbike National Championship rounds.

"AMRT is pleased to be able to showcase this *Cycle News* exhibit to Superbike fans across the country," AMRT President Malcolm Hill said. "It provides fans who have followed the sport over the years an opportunity to visit the past, while giving newer fans a sense of continuity on how the series has evolved."

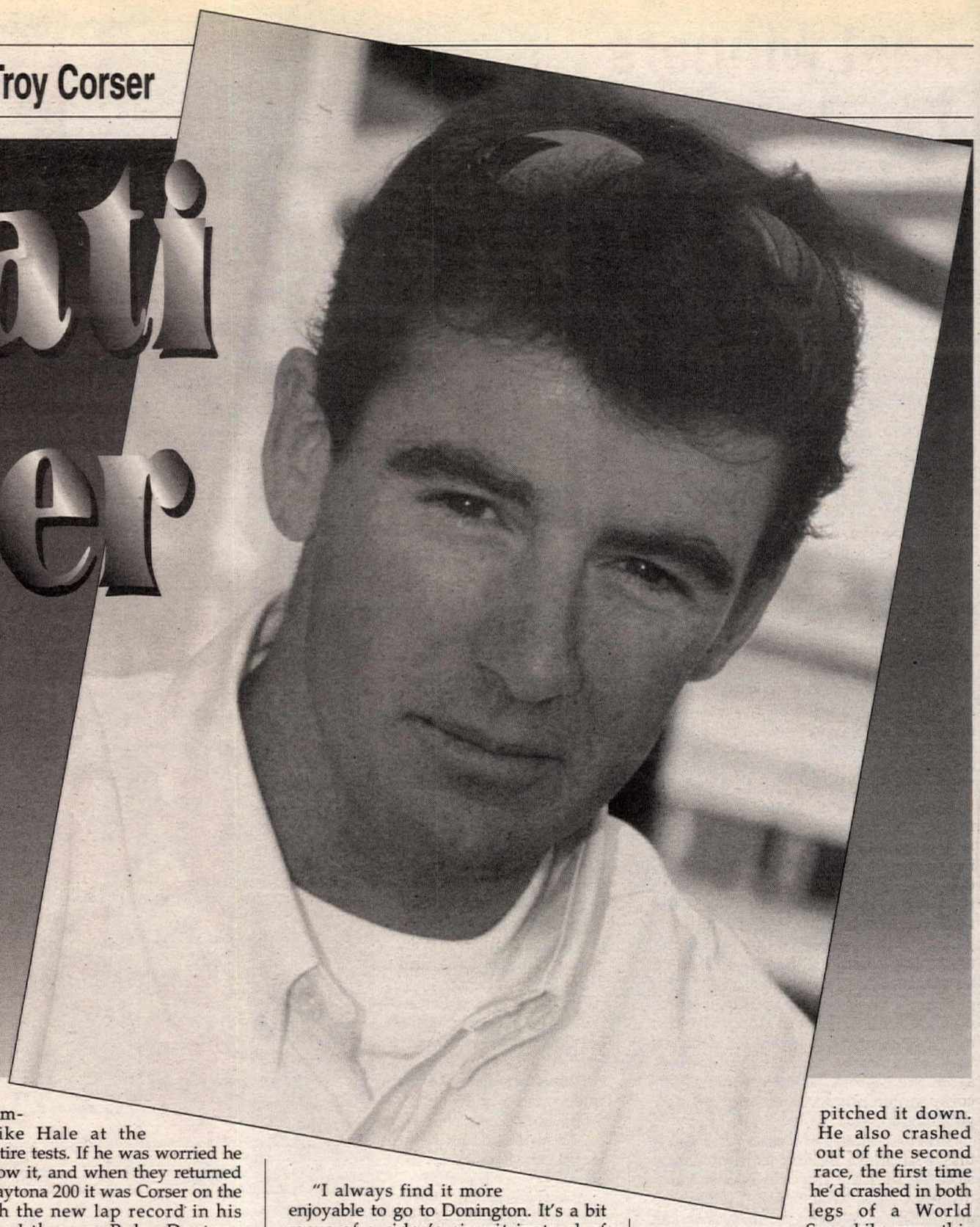


Schedule

FRIDAY, JULY 19	Gates Open 7:00 am	
• FIM Track Inspection	9:40 am	
• Progressive Insurance H-D SuperTwins	10:00 am - 10:30 am	Free Practice
• Camel 600 SuperSport	10:40 am - 11:10 am	Free Practice
• World Superbike	11:30 am - 12:30 pm	Free Practice
• Lunch Break	12:30 pm - 1:30 pm	
• Progressive Insurance H-D SuperTwins	1:30 pm - 2:00 pm	Free Practice
• Camel 600 SuperSport	2:10 pm - 2:40 pm	Free Practice
• World Superbike	3:30 pm - 4:30 pm	Qualifying Practice
• Swift Formula	4:40 pm - 5:00 pm	Free Practice
SATURDAY, JULY 20	Gates Open 7:00 am	
• FIM Track Inspection	8:40 am	
• Camel 600 SuperSport	9:00 am - 9:20 am	Free Practice
• Progressive Insurance SuperTwins	9:30 am - 9:50 am	Free Practice
• Camel 600 SuperSport, Odd Numbers	10:30 am - 10:50 am	Free Practice
• Camel 600 SuperSport, Even Numbers	11:00 am - 11:20 am	Free Practice
• World Superbike	11:30 am - 12:30 pm	Free Practice
• Cycle World, Honda Fan Ride: Lunch Break	12:30 pm - 1:40 pm	
• Camel 600 SuperSport	1:50 pm - 2:50 pm	Race (22 laps)
• Progressive Insurance H-D SuperTwins	3:00 pm - 3:20 pm	Qualifying Practice
• World Superbike	3:30 pm - 4:30 pm	Qualifying Practice
• Swift Formula	4:40 pm - 5:00 pm	Race (timed)
SUNDAY, JULY 21	Gates Open 7:00 am	
• FIM Track Inspection	8:50 am	
• Progressive Insurance H-D SuperTwins	9:10 am - 9:30 am	Warmup
• World Superbike	9:40 am - 10:00	Warmup
• Fan Ride	10:20 am - 11:30 am	
• World Superbike Race One	12:00 pm - 1:00 pm	Race (29 laps)
• Lunch Break	1:00 pm - 2:30 pm	
• Progressive Insurance H-D SuperTwins	2:30 pm - 3:00 pm	Race (12 laps)
• World Superbike Race Two	3:30 pm - 4:30 pm	Race (29 laps)
• Swift Formula	4:50 pm - 5:20 pm	Race (timed)

Ducati Corser

By Henny Ray Abrams
Photos by Gold & Goose



Ever since he's known what it was, Troy Corser has wanted to win the 500cc World Championship. He gets it honestly. The 25-year-old Aussie grew up in Wollongong, the same Sydney suburb that produced Wayne Gardner, the headstrong 1987 500cc World Champion. As Gardner's career declined, so ascended that of his teammate and fellow Aussie Mick Doohan. It would be 1994 before Doohan could claim the cup, and the top prize in motorcycle road racing has been a resident of Queensland, on the Gold Coast of Oz for the past two years, and probably 1996. If everything goes according to Corser's plan, it will be moving back south to Wollongong in a few years.

"I feel that I'm ready to get on a 500 and start learning," said Corser, who has never hidden his aspirations. "Because they will take at least 12 months to be as comfortable as what I am this year on the superbike." And that is very comfortable. In a very informal survey of some of the top team owners and riders at Mid-Ohio, Corser was the one rider most thought would succeed at the highest level of racing.

Now in his second full year spearheading the Promotor Ducati World Superbike team, Corser is one of a handful of racers, Muzzy Kawasaki's Anthony Gobert and Yamaha World Superbike's Colin Edwards II included, whose career trajectory will likely vault them into the seat of a works 500 in the next year or two. When they get there the golden age of racing begins anew, young World Superbike blood mixing with the Grand Prix veterans Doohan and Luca Cadalora and the ascendant Alex Criville and Loris Capirossi. Despite the fact that he's only been road racing professionally for five full years, he's already won two very prestigious championships, the Australian Superbike title in 1993 and the AMA Superbike crown the following year. The American campaign was a tight one that went right to the end and gave him the chance to showcase the skills that have served him well since.

All the elements of greatness are manifest: intelligence; a willingness to listen, learn, and adapt; bulldog-like tenacity; and enough savvy to know when to put the past behind and move on. This year he's needed the last trait more than usual, and it all started here in America.

It has been an almost equally up and down season, which actually started during the winter at Daytona where he ran second on the unofficial clocks to his new teammate Mike Hale at the Michelin tire tests. If he was worried he didn't show it, and when they returned for the Daytona 200 it was Corser on the pole with the new lap record in his pocket and the new Rolex Daytona Chronograph on his wrist. The only thing he didn't leave with was the championship trophy, and that was because his machine failed. Lucky Strike Suzuki's Scott Russell, who took a photo-finish second, said that he felt Corser was the rider to beat on that day. At the airport the next morning it was clear that Corser had already put it behind him.

What wasn't seen in the Daytona results was the effect that it had on the team. There were two tests of the new 1996 Ducati 916s planned after the initial date of the Daytona 200, but both were scrapped when the race was rain-delayed for a week. Plus, the bikes were stuck in Florida for a week, which caused more headaches.

"It really hurt me because I was comfortable with the bike and there was some material we had to test on the bike," the always-forthright Corser said.

So when they arrived for the first round of the Superbike chase at Misano, on the Adriatic coast of Italy, the team was on all-new machinery, '96 bikes which hadn't been run or tested. The result wasn't bad, a pair of seconds, one due to a deteriorating rear tire. Life would improve dramatically at the following round at Donington Park in England, the track where Corser made his World Superbike debut with an impressive ride that eventually earned him his Promotor seat.

"I always find it more enjoyable to go to Donington. It's a bit more of a rider's circuit instead of straight-out horsepower and balls-out brakes and drafting and all that," Corser said. "I don't have fun when I'm just looking all the way at the end of the straightaway waiting for the next corner to come up because I know I can make time through the corner if I'm faster." And at Donington, he was.

The first race was something of a runaway, the second more of a struggle. At the end of the perfect day he had moved into the lead in the World Championship. Then came a disastrous weekend in Germany.

The whale-shaped Hockenheimring is the fastest course of the year, a couple of long, flat-out straights interrupted by chicanes and joined at the top by the Oskurve, literally the "East Curve," a right-hand bend that's one of the fastest corners on the circuit. Add to that the stadium section, where passing is all but impossible, and the front straight, and there's not much to it.

"I always feel hunched up when I'm tucked in on the straights, particularly here where you're tucked in for such a long time. I just hate sitting on the bike like that because it's uncomfortable," he said. More uncomfortable is the feeling of rushing off into the gravel trap in the daunting Ostkurve. That's where Corser ended the first race after his rear tire broke loose slewing hard to the left, Corser somehow saving it, only to slide again and ride into the pebbles where he pitched it down. He also crashed out of the second race, the first time he'd crashed in both legs of a World Superbike race, this time due to oil in the second chicane. He never saw the oil flag.

Next came Monza where he was in the hunt in both races, and finished close, only to be stymied by a tire problem in the first leg on his way to a very close fifth. The second leg was a classic, the top four finishing within half a second of each other with Corser an unfortunate fourth after a momentary lapse of concentration on the final lap. With former series points leader John Kocinski getting shut out of both races, Corser was able to moved back into second place behind Castrol Honda's Aaron Slight after four of 15 races. When the season started he was thought by many to be the man to beat, but he was too clever to buy the hype.

"I wouldn't class myself as the guy to beat," Corser said. "I think there's a few guys, obviously, who are going to be battling at some tracks. I feel confident I can be in the top three every time." Last year, Corser continued, "I knew I could run with the front three guys or the front five. I knew I could run with them and I could beat them if everything's going all right. Last year I was always trying to win, trying to win, trying to win. This year I know I can win the races. Now it's sort of a little bit easier for me because I can think about things a bit more when I'm out there on the bike.

"The biggest advantage that I think

I've got this year is that I know all the race circuits. Last year I was coming here and I didn't know what way turn one went or the tracks."

What is also helping him immeasurably is the status of both himself and the Promotor team in the eyes of the Ducati factory. Corser enjoyed de facto number-one Ducati rider status for the longest of times. It was only when Virginio Ferrari signed former GP star John Kocinski to the factory team that Corser's star was slightly dimmed, and then only barely.

"He's just another guy out there on the line who I want to beat," Corser says of Kocinski. "It hasn't really worried me. Just because John's there doesn't panic me because the championship is going to be harder to win or whatever. It's just another Ducati out there that I've got to stay in front of."

Even with Kocinski's arrival, the team has gotten increased backing from the factory and the results have been immediate.

"Obviously, this year we've had a lot less problems with engines breaking than we did last year. Last year in practice and qualifying it was nothing for me or for Andy (Meklau), we'd have three or four engines break in practice or qualifying building up to race day. Where now we might have one or two that might go a little bit bad, and not so much. Last year Carl (Fogarty) never really broke. He'd lose power, but he never really broke. And I think it comes down to the fine details that you've got to spend on the motor that it's dead right," Corser says.

The team changes the engine in one of his bikes before the first qualifying session on Friday and changes the engine in the second one before the second qualifying session on Saturday afternoon. Each engine lasts about 180 to 240 miles before they "start to go a bit slower and get a bit doggy out of the corners. Put a new one in and you can go straight away," Corser says.

As for the rest of the new 916, the biggest change for 1996 is the suspension, Corser says. The chassis isn't much different, but the suspension is revised and the team is using a different set of forks and shock and is experimenting more with the combinations of the new material. "Instead of using a longer spring, they might use more gas. We found that by changing the combination of the oil, gas, and spring compound in the front forks it made a big, big difference in the way the bike steers. Last year I never really had to worry about trying different forks and shocks because they were all the same. For me, it wasn't so much of a problem because I didn't spend so much time on getting it perfect. I preferred to be out there riding, getting track time, because I felt I'd learn more that way."

This year Corser finds that "we'll probably be able to make as much time off the track in the pits as we do on the track.

"That's sort of how it was at Donington. I was quite happy with the bike, but it wasn't handling exactly right. It was moving a bit. And we made a change that we thought would fix the problem and it did straight away and that was the whole reason I could go faster."

It had taken him some time to adapt to the new machine. The 1995 Ducati had been developed around double World Champion Carl Fogarty whose style differs considerably from Corser's.

"I've noticed the difference a lot with the bike this year. When I first got on the bike it felt all funny because it was set up the way Carl liked it for faster corner speeds and all that. I like the faster corner speed, I like it to steer reasonably quick as well, not that it worries me to rear-end steer it with the back end. But I prefer not to because I can save the tire, I'm not spinning up the tire. I always get it to try to steer on the front quick so I can go into the turn, pick it up, and get on the gas."

If he has his way, Corser will be learning another new machine next year. "If everything goes well this year and I win the championship, which is what I want to do, then for sure I want to move onto a 500," he says, and there will be offers. There have been in the past.

The first came back in 1994 when Lucky Strike Suzuki team manager Garry Taylor offered Corser the chance to fill in for Kevin Schwantz in the final few races of the 500cc World Championship after the then World Champion injured himself at the U.S. GP. Because of his Fast by Ferracci contract, Corser had to decline. But he might have declined anyhow. At the time he sensibly said it didn't make sense to jump on a works 500cc for the first time with no testing and no experience and go up against the likes of Doohan and Cadalora.

Corser showed up at the Italian GP in Mugello earlier this year to have a look and let everyone know that his options were wide open.

"I've pretty much had communications with all of them, basically to let them know that at the end of this year I have no contract for anywhere else and that I would definitely like to test on a 500 first, then get a ride on one and go from there," Corser says. Promotor Ducati team owner Alfred Inzinger is well aware of Corser's wishes and has said he would back Corser on a 500cc machine in 1997, while keeping his superbike team. Most recently, Corser's name has been linked again with the Lucky Strike Suzuki team. Then again, so has Chesterfield Aprilia's Max Biaggi's. It's all speculation at this point and the guessing game will likely continue right up until the ink is dry on the contract, wherever it might be. That he's part of the buzz says something of his stock.

(There is a certain irony that Corser's name is linked to Scott Russell's spot on the Lucky Strike team. In what could well be another odd twist, Russell, whose welcome at Lucky Strike appears to be wearing thin, could easily end up riding for the Promotor team. Promotor's Inzinger has said he thinks he'll work with Russell at some point in their careers.)

There was a one-off test last year on the rapidly dated Cagiva 500, which was enough to give Corser a taste of the class, even at a reduced clip.

"I felt the bike was a little bit underdeveloped, obviously because it has been sitting in the shed for two years, something like that. It wasn't so much the bike, it was more I wasn't ready to go out and go fast on the bike. I wanted to spend time to get the bike set up to where I'm comfortable with it before I have to go fast.

"I almost crashed coming out of the back chicane. I was a long way out of the corners. I thought, 'All right, I'll go.' I put on the gas, it went *waaaahh* and put me over the handlebars. That's why I'm using this year to learn to get the bike set up because on a 500 there's twice as many things to get set up right."

The grunt work of racing is testing, endless hours of racing against a clock using untested components or new tires or some combination that someone thinks may work. Yet, often as not, that's where the races are won and lost. For riders like Corser, it's the only way to go racing, be it the superbike or the 500.

"I think I learn more doing it that way than someone who's just getting on the bike for a one-off ride, going out and trying to go fast. There's a 50-50 chance you'll just throw yourself over the handlebars because you're trying too hard. And a 50-50 chance that you're going to do yourself more bad than good career-wise, because everyone's expecting more from you. You can't really see what you can do for at least 12 months, before you actually get comfortable with the bike you've got. You look at Scott Russell. He's a perfect example. He can ride a superbike real fast. I'm sure he can ride a 500 fast, but he needs time to get up to speed and get comfortable with it."

Whether Russell ever gets the chance is still up in the air. As for Corser, the future is now, and he's running with it. CN

Getting

By Henny Ray Abrams
Photos by Gold & Goose

Spend a little time with Colin Edwards II and it's impossible not to notice how much life he has in him. The slender 22-year-old Texan with the quick smile and crew cut has an enthusiasm for life that's infectious. Whether he's wringing the neck of his motorcycle or kicking back with friends, his passion is palpable and always has been.

After making a name for himself late in 1991 with an impressive professional debut in the AMA 250cc Grand Prix race on the Miami street circuit, where he finished second to Jimmy Filice, Edwards spent the following year battling Kenny Roberts Jr. to take the 1992 250cc GP title. From there he spent two years on the Vance & Hines Yamaha Superbike, coming into his own late in the 1994 season with a series of wins beginning at Mid-Ohio.

Noticing his continuously rapid ascent toward the end of the 1994 AMA Superbike season, Yamaha offered him the chance to spearhead its initial invasion of the World Superbike Championship. Edwards accepted the challenge enthusiastically and set off for Europe.

The first year was something of a struggle. The team was new, the bike was old, and Edwards was going places he had never been. This year the team is tighter, the bike is a little better, and Edwards is more at home.

Let's start with the difference between this year and last year.

This year, obviously we don't have to learn the tracks; that's the biggest help. You know we will have to learn Brno, just like everybody else will have to learn it. The one good thing about it is we went and did some testing in Australia and Indonesia, really the only tracks that everybody else has been to that I haven't been to. But the track looks easy enough. It's got the chicane and the straightaways, so I don't think it'll be too much of a problem. That's really the main difference. Also, with tires, the tires are a lot better. They've just basically got more grip for longer. And they're developing some new stuff that's really coming along well.

What was the bigger problem last year, the fronts or the rears?

They fixed the front about midway through the year. They came up with an incredible front. It just knocked my socks off it had so much grip and it was so much better than the old one. And then the rear all last year was lacking durability and grip. In the two races I didn't go to is when they started to get it together. In my last race, at Assen, they started to get it together. (Anthony) Gobert won on it at Phillip Island, on Dunlop. This year they're really good.

How has the machine improved?

It's pretty close to the same. They kind of moved the power a little bit down in the powerband to where it's not so violent, but it's still probably the most violent bike out there, I would say. But it's not as bad as it was last year. And now with the power being better, we also got a new suspension link that we can really only use on certain tracks. We can't use it everywhere, because it won't let us use it everywhere. On the high-speed tracks it's got way too much movement. On the flat tracks, with no bumps, like Daytona, for instance, it worked great. But at some tracks where you've got some bumps and you've got lots of G's pushing down on the bike, it just moves a lot, moves around. Like at Misano we used the new link, we should have used the old link. The stuff that we tested on, we really went better on the old link. Donington we used the old link. At Donington we ran a four-speed transmission.

Was it a six-speed gearbox and you were only using four?

Yeah, we only used four. We had it to where I was using six. And I came in after the first practice and we just looked at the computer and the thing was just so violent. It wouldn't let me go anywhere without wheelying. So Firenze Fanali (Edwards' crew chief) and me and Taka Suzuki got together. You could see on the computer that I was shifting gears every two seconds. So we put it down to four gears and dropped like two and a half seconds from session to session. It did hurt us, though. It hurt us for sure because we couldn't get the acceleration out of the bike that we wanted because it was running so tall. But that's the only way we could even try to compete, geared so tall. Just don't shift it.

Does it have enough power to do that?

Not down low, and that's what really hurt us. Through the chicane and the hairpin... The hairpin, it was too tall. There was nothing there. And on the exit is when it started to hit, so we really lost a lot of time there. I'd make up around the rest of the track what I'd lose there, but I could only do it for five or six laps when the tires were really good and then after that it was just a tenth, two-tenths a lap, and I just fell a little back. But I was happy with it. I shouldn't be happy. Misano and Donington last year I walked away with four points in both races and now I've got 37 points out of both races. So I'm definitely a lot happier.

How much different is the team this year?

It's a little bit different. Last year it was kind of like Taka Suzuki had the outright say-so. He said everything and Firenze and I would ask him, "Can we do this, can we do that." It's just a little bit different, because Firenze knows, he knows what he's doing. He worked with Eddie (Lawson) and (John) Kocinski. He knows what he's doing and I think it just took a year for him to work into that and learn the bike and now he's got just as much say-so as what we do to the bike as anybody.

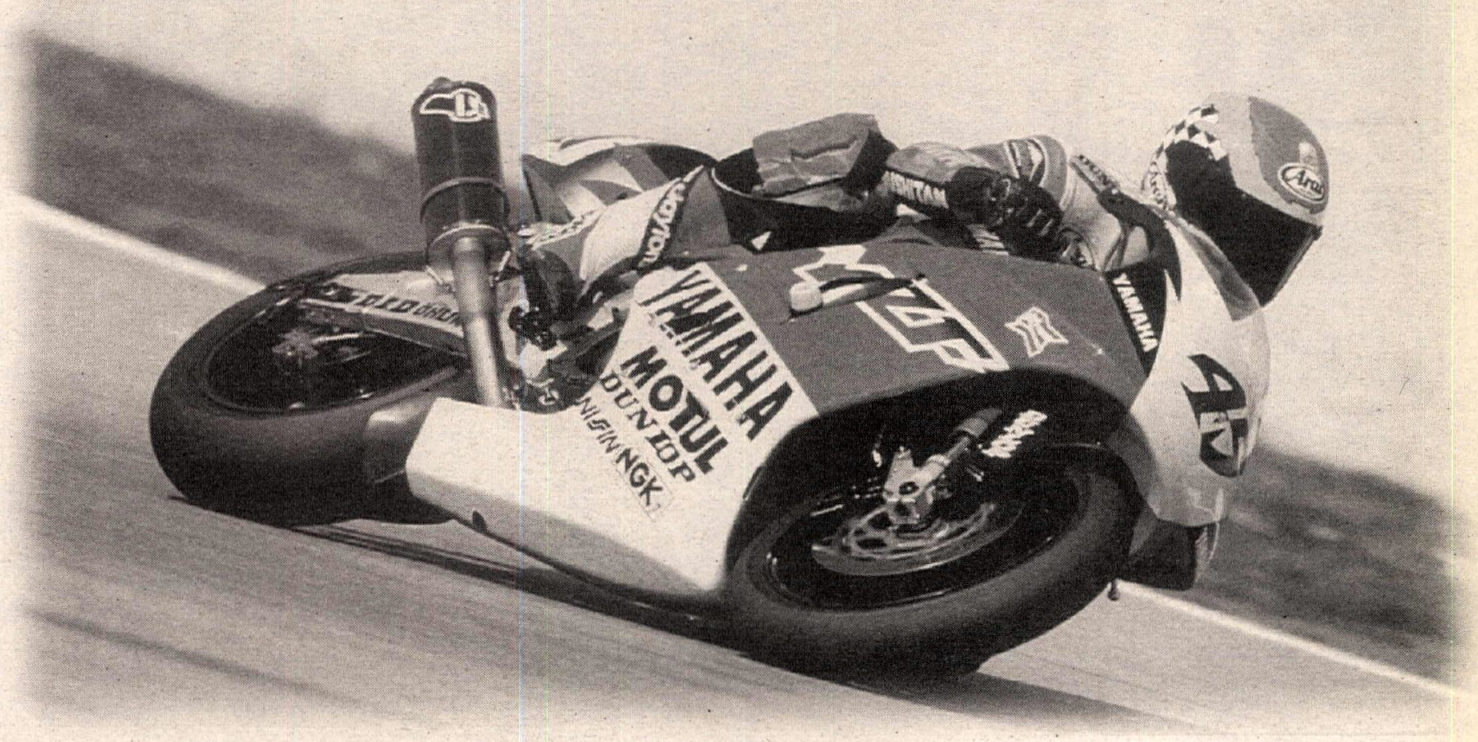
Last year it didn't appear that there was any one person in charge.

I think a big part of that was Christian Sarron. He brought a big name into the team and everybody was looking for him to do something. And Firenze, I feel, is the nicest guy in the whole world, would do anything to help you and he doesn't want to step on anybody's toes. I think, in a sense, Firenze, if anybody's got a right to be cocky, it's Firenze. But he's not cocky. I think it was the cockiness of some other people. And that kind of made him step back and he was trying not to cause any waves with other people also and it just didn't work as well last year as it does this year.

Did that start in testing over the winter?

Yeah, really it did. It started over the winter. And also Taka Suzuki doesn't come to every race. He's sending Kobayashi to certain events and they're kind of trading off. It's more or less giving Kobayashi experience for the future and it's working out good because he's kind of new and more westernized. He's really into experimenting and doing a lot of things. He's not set in his ways because he doesn't have any ways. Of course, the biggest asset for the team this year is that we've got Brivio, Davide Brivio. He's managing the team and he works like a dog. Last year he wasn't the man in charge. Last year he took care of odds and ends. Now he's the man. He does everything. He takes care that everything gets done and if it doesn't get done, he insists. It always gets done. He's probably the biggest asset to the team this year, different from last year.

closer



Is the bike good enough to win on?
It is, but one of the problems with our bike is that our bike has to be 100 percent on. Suspension, tires, engine. Everything has to be 100 percent. And in turn with the bike being 100 percent, I have to be 110 percent for the thing to win. If the bike's 95 percent and I've got to ride that extra five percent, it's tough and the chances of it happening are slim and none. But the Ducatis just have so much on us. Honda goes good, Aaron (Slight) rides the shit out of the Honda. Goey (Anthony Gobert) and the Kawi, they go good on the shorter tracks. But for our bike to win, hell, the bike's 10 years old, the engine design. For it to win, everything has to be perfect. Our best shot is winning here (Hockenheim) and Monza. That's our two really best shots, and maybe Indonesia. It's still a problem. It doesn't matter what tracks we're on, we've still got to get this thing around a corner. It goes fine in a straight line. We know that. If all we had to do was drag race, we'd be fine. But getting this thing around the corner, that's the toughest part. We're working on it, it's getting better and it's a lot better than it has been. But everybody else is making the same jump we're making.

How much of that is your learning what it takes to tell the mechanics?
I'll tell you it works out good. If I jump off the bike I can't tell them it's doing this, doing this, doing this, and just rattle on for five minutes. It takes me a good five, 10 minutes to maybe relax, take off my leathers, and go a lap in my head and think about it. Then I can say it did that. Firenze's really good about it because he'll ask, "What about acceleration and what about gear shifting," and he's good about reminding me about parts of the track that might not be so good and might be good. He's been to all these places and he knows where the bumps are as well as I do, if not better. Last year, whatever I felt, I told them. But this year I have a little more of a grasp on telling them what I think should happen.

Did it hurt the team last year after Yamaha pulled out following Nagai's crash in Assen?
I wasn't definitely locked into Yamaha. And at the end of the year Yamaha wanted me to stay and I was wanting to stay, but I still would have liked to have gone to those other two races to see what I could have done. We talked with a lot of people about a lot of different things and Yamaha just treats me the best. They know that I've got the ability to win and they know that their bike's not the bike out there. They're talking about a new bike and I can't say when or how, but they're talking about it. When it comes along I'll be a happy camper.

What finally convinced you to stay with them?
I won't get treated any better than they treat me. They're really nice and they do everything they can. They know that I've got the ability to win.

Who else did you talk to?
Nothing serious, Suzuki. They just wanted to know what was going on. Whenever Yamaha and I and my dad got together, I had agreed pretty quickly after the last race. Because I missed the last two races, Yamaha made up for that. They weren't going to just leave me out in the cold. They made up for it. They knew they had to, really, because it was unfair to me. So they thought, "Well, it'll work out all right."

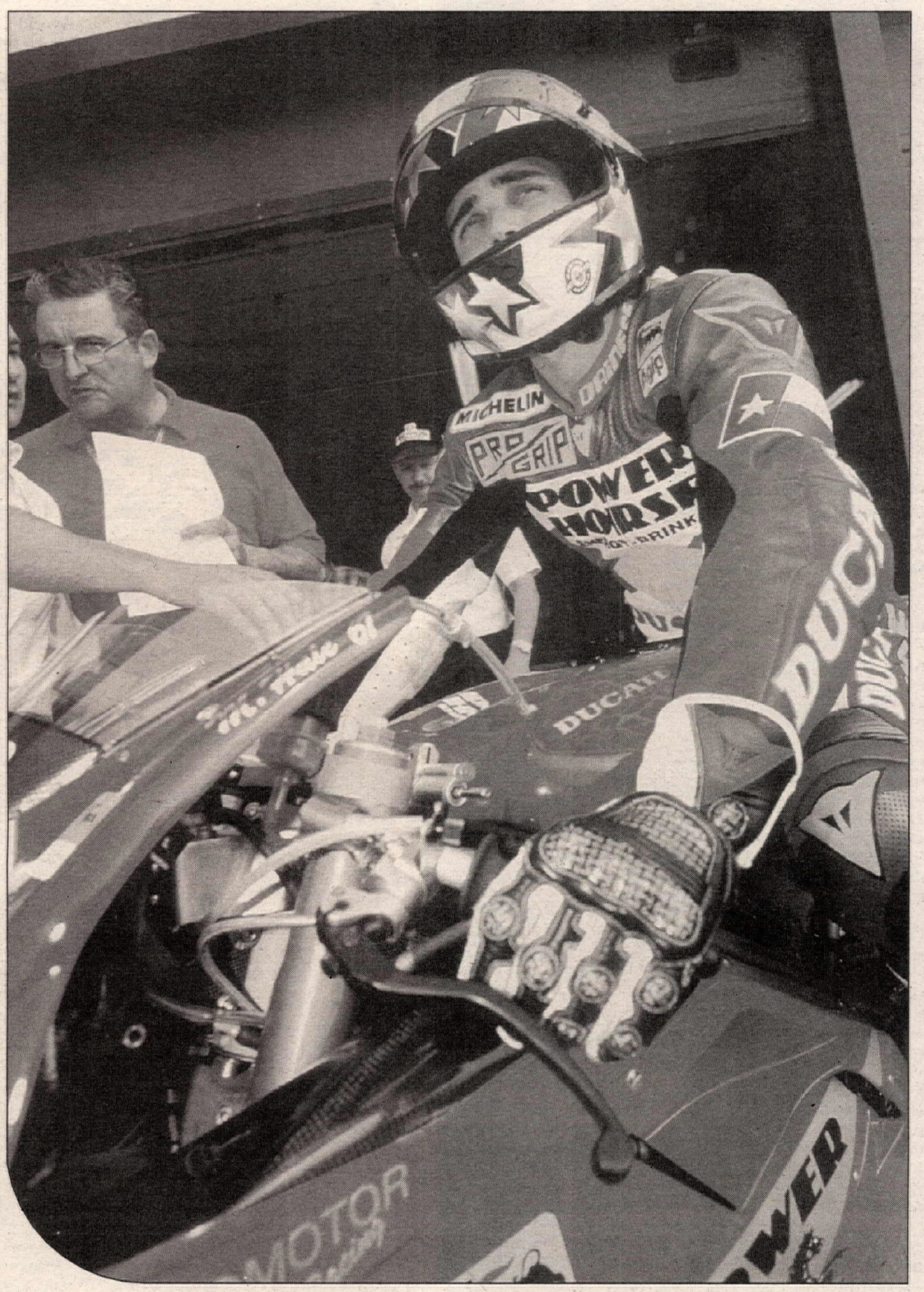
Did you ask for anything different as a condition of returning?
One of the things that I stressed more than anything, before I signed with them, was that we need loads more testing. A lot of riders don't want to test because they think they'll get hurt, but for us, we've got to know. We've got to have it. If we don't test then we're losing time, valuable time. We've got the tracks and we've got the time. We've got to find it. It doesn't matter if we go test at a track we don't race at just to get time on the bike to learn the bike. Because the bike's not totally figured out yet. And I don't think it ever will be.

Are the Ducatis better this year?
Yeah, they're loads better. The Ducatis are so easy to ride. That was the real problem. They're the easiest bike to ride. You can see anybody out there riding them, just like Hale, he's trying to ride it like his Honda and that's why he's going nowhere. But if you look at Corser and you look at Fogarty last year. Kocinski or Corser or Chili or anybody on the Ducati, one of them is always giving 110 percent. Like Kocinski was at Misano. Troy was at Donington. It always works out that way. There's never a time that I can remember that all of them have been back in the pack. There's always one of them. And we come out here and we're giving every weekend 110 percent and we're still second, third, fourth, fifth. Hell, I can't help it. John doesn't want to give 110 percent at Donington, or Troy doesn't want to give 110 percent at Misano. They should be giving that much every weekend.

Have you been surprised at Carl Fogarty's results?
No, I haven't been surprised at all. I knew he was slow. It's so funny because in this week's Motor Cycle News in England, they've got him in there saying that the Ducatis don't have an advantage. He knows that if he admits that a Ducati has an advantage, those two World Championships he just won aren't worth the paper they're written on. He knows that. So he's got to tell it to his ego, and say, 'Yeah, I'm the best in the world,' which he's full of shit. If you look at the double wins and all the wins that Ducatis have, look at the ones Hondas had, look at the ones Yamaha's had. Or Kawasaki for that matter. Russell's the only one that ever won races for Kawasaki. Gobert a couple. If the Ducati doesn't win, like in Misano, they tear the shit out of the four-cylinder, they tear them down, find something going on. You talk to (series organizers) Flammini and he wants even racing, he wants the racing to be even, but if the Ducati doesn't win, the stuff gets torn down to the frame. That's bullshit. Like (Aaron) Slight said (in Motor Cycle News), Corser's not the best rider in the world. He's winning the championship, he's definitely not the best rider in the world. He's on the best bike, that's for sure. How do you go to Donington on a Superbike and break the 500cc lap record? That doesn't make any sense, does it?

What's it going to take to get you on a 500cc?
I don't know. The timing's got to be right. Everything's got to be right about it. I don't want to go over there on something that's not going to win races. The good thing about what I'm doing is that I really like the position I'm in because I'm learning. Okay, I'm not winning races, but I'm learning how to cope with not winning and when I do win it'll be all that much more great. And I'm getting so much experience. Like last year, was really, really tough, because I'd just come out of the AMA series and had won those races and I was pumped up. I came over here on a new bike with a new team and I was shot down in flames, I really was. It was hard to deal with and I was so pissed off with myself because I was always wanting to do better. There was nothing I could do about it. I wasn't going to do any better. We couldn't. We didn't have the experience. I didn't know the tracks, they didn't know the tracks. It frustrated the team, the tires, everything. Everything revolved around me doing shitty last year. I tried to learn the tracks as quick as I could and rode my tires off at every one and couldn't do any better. This year I'm much more relaxed and I know last year I was just upsetting myself saying: "Man, I blew my career. My career is going down the tubes." But then I stepped back in the winter and said, 'Man, that's not right.' Look at the year (Wayne) Rainey had whenever he came over here and went back to the states. Everybody's got their problems. Nobody's career just went perfect. I'm not saying that last year was bad. Last year was good. I liked last year and I learned a lot. The more experience I can get, the better. It's helped out for this year. Last year I would have been happy with fourth and sixth like I got at Donington. This year I wasn't happy with it. Just wasn't happy. That's as fast as the bikes go, but I still wasn't happy with it. I'm out here to win. People ask me,"What are you going to do this weekend?" I'm going to win. "Well, what's your realistic goal?" I tell you my realistic goal, that's my goal, to win. What do they want me to say, that I come here to get second or third or fourth or fifth? CN

What's Going With Mike?



By Henny Ray Abrams / Photos by Gold & Goose

"A lot of people back home are wondering what's up with you," Mike Hale was told before the German round of the World Superbike Championship. "Me too," he answered.

It was not supposed to be like this. Mike Hale, the rapidly rising gallant who'd captivated American race audiences with his tail-sliding style, homespun wit delivered in a moderate Texas drawl, and handsome smile is not supposed to be struggling to get the kind of results that took him to second in the AMA Superbike Championship last year. Not after his surprising World Superbike rides in the final two rounds last year where his best finishes were a couple of sixth-place finishes on unknown tracks in foreign places like Indonesia and Australia. Not after shattering the Daytona track record on unofficial watches during the winter Michelin tire tests. Not after running near the front of the Daytona 200 before slipping off.

Yet here he is, four races into the season with his best showing an eighth, his worst showing a classic cold-tire crash during a much-needed test at Monza that ended with a broken foot and at least a one-race hiatus. The problem, simply put, is that after a 15-year racing career, he is having to completely relearn how to race a motorcycle. Though the Ducatis are thought of as invincible, and have been for years in the right hands, they require a different set of instructions to be ridden to their maximum potential, and learning them, at the highest level of four-stroke racing, is proving harder than it looks. From the first time he ever rode a motorcycle, and he began racing when he was eight, sliding the rear was the fast way to go. Not anymore. Sliding the Ducati gets you nowhere, the current thinking goes, and Ducatis have won enough races and World Championships to back it up. So instead of sliding, Hale has to adapt to a new riding style based on a completely different machine, with different tires - Michelin for Dunlop - than he had last year.

"Some times when you're down, and you're working real hard, is when you're learning the most," Hale said. "And we've been struggling. It's no secret. My results have shown that. So we're going to take a good look at everything and make the changes so we can go on, start winning. I'm not happy and you've got to have fun at it. It's not me. Even dirt tracking I won a lot of championships, amateur stuff. Even when I turned Pro I was winning stuff. So, no, I'm not happy running in the back. And we won't."

He is as self-critical as any rider alive, honest with and about himself, able to see the big picture. He knows that both he and the Ducati are capable of winning. They've both proven that in the past. It's just a matter of getting it right.

"At this level, it's not like we're missing by much, like a mile. We're off a little bit here and there and at this level, one second is 15 places sometimes. That's the difference between third and 18th. I knew that this would be tough. Everybody said, 'Well, you just don't know because Laguna is... you just don't know.' I said, 'Bullshit. I watch TV.' I see (Scott) Russell... and he had just crashed at Daytona and picked it up and passed everyone and won. He comes over here and runs 10th and 12th the first two races. I knew it was going to be tough. But I felt from testing on the '95 bike, my times were right with Troy (Corser), faster than the Honda boys testing at Daytona in December. But I also had the mindset that we were going to be in the hunt

for the championship. It's still a long year."

What has made it seem longer is having to adapt to the Ducati after coming off a year of success on the Honda.

"The Ducati seems more evenly distributed, the weight, front to rear," Hale says. "Whereas the Honda seemed to be a little more front-heavy and be real stable on the front end, but loose in the back. And the Dunlops accepted that pretty well. It was a real forgiving bike. And my style is typically hard-charging. When I ride pretty hard it worked pretty good with that setup. This bike's more, from the tapes I've watched and the few people I've talked to, and talking to Troy, it's a little bit more like a 250 bike. You keep them in line, you don't spin the tires a whole lot. I know that it's making me a better rider because I'm having to adapt and I'm learning so much. It's just hard for me to jump from the way I'm used to riding. I've been dirt tracking my whole life and steering the bike with the throttle. That doesn't work as well. These tires are really good, but they work better in a straight line, not stepped out."

It was something he learned early, during his first two races aboard the Promotor Ducati at Sentul in Indonesia, and Phillip Island in Australia. He carded a sixth in at least one leg of both of those races, though he was never on the winning pace. It looked better than it was. The next time he rode was at the Michelin tire tests at Daytona where he set the unofficial track record and bettered not only Corser, but Lucky Strike Suzuki's Scott "Mr. Daytona" Russell. When they returned for the race the bike had evolved yet again.

"I would say that our bike at Daytona was 50-50 (a 1995-96 hybrid)," Hale says. "It wasn't a full '96 and it wasn't a full '95. But those were the bikes that we had and we just needed to update '96 stuff for testing. Even at Daytona there were some differences from when I tested there in December, and it showed. My lap times weren't as good and I was struggling a little bit."

The Daytona rain delay caused the team to scrap its European testing schedule and the Promotor team showed up at the opening round at Misano on new 1996 machinery that Hale had never ridden.

"Misano, it's a tricky track, for one. The surface is a little slippery. It has a lot of cambers to it, so if you're a foot off-line you're going sideways instead of hooking up, more just because of the way the track is and the cambers. And it has these corners that are linked together. If you miss the first one you're down 10-15 km (6-9 mph) on the backstraight," Hale says. "We came through to eighth in the second leg, which was a big step for me because we worked and changed so much from Friday morning to Sunday afternoon." The first-leg result was 13th, three spots better than he'd qualified.

The next race was at Donington Park in England, a rider's track with a number of quirks and a tricky surface. Corser loves it and it showed. He won both legs while Hale labored.

"For me, Donington was a bigger disaster than Misano. Just, for one, because we had the experience of what we learned at Misano to do our base off with and we go to Donington and we're even further back." The day ended with 14th- and 16th-place finishes. At Hockenheim Hale's rear wheel came apart in the first race and he finished a disappointed eighth in the second leg. At the next race in Monza, Hale was a spectator, having broken his right foot during a test there 10 days earlier. The early prognosis was that he would miss Monza, the Czech round at Brno and, possibly, Laguna Seca. Two weeks after the accident he revised his convalesence and expects to be back for Brno, though not at full strength. While he's healing Corser is testing and when he returns, the machine will be that much better, though it may still not suit Hale perfectly.

"It seems like his (Corser's) style is a lot different from how I ride and last year and how I've been riding, and it's hard for me to adapt and I've been trying hard to come to the bike. It's going to take some more seat time to get to that," Hale says.

The seat time would normally come with testing, but that's been non-existent this year except for the abortive Monza session. So when he gets to the track, he not only has to learn which way it goes, but also has to test a million and one things, plus tires, in four one-hour sessions. All while trying to set a respectable qualifying time. If he had the time, Hale would be going two seconds a lap slower and gradually working his way up to a good time instead of rushing into it. Instead he's spent a lot of time in the pits making adjustments and Corser, for one, doesn't think that's what he needs at this point.

"The biggest thing for Mike is to get on the bike and have track time, get some riding time on it, which is what he needs to do. Unfortunately, he's in and out, in and out of the pits and doesn't get a lot of laps in," Corser says. "It's up to him what he wants to do with his track time, but I find that the more time I spend on the bike the better I get adjusted to it."

Corser said that the biggest asset in his arsenal this year is track knowledge. Conversely, it's yet another of Hale's worries. Unlike American tracks, which he found to be flat and often stop-and-go, the European circuits have more banked corners where the camber changes. In the U.S., "you don't have to read the cambers and the banking nearly as much."

Every track is different, the languages are different, the food is different, and his home life is different. Hale lives in an apartment in the Italian coastal city of Ravenna, not far from team manager Davide Tardozzi's. Corser also has a place there, but spends a lot of time in the tax exile of Monaco. When Hale first arrived he had none of his toys, not his mountain bike or his motocross bike, his father, Bob, who's been a constant figure at his side throughout his career, was back in Texas, Corser was away, and the weather stunk. It wasn't what he expected, but it would get better. The toys began to show up and there was less time spent in the apartment. Life on the road was an adventure shared by Corser and fellow World Superbike young bucks like Colin Edwards II, Anthony Gobert, Aaron Slight, and the rest.

"Realistically, I will be happy to finish in the top five," Hale says of his debut season. "But it wasn't out of my thinking to win the championship. If I didn't win the championship, I take it as my rookie year. I can look at it and say that I've ridden a superbike for one year and this is my second year on a superbike and I'm sitting here in a really tough boxing arena. But I don't look at it that way much, because I don't want to look for excuses or what I'm not producing, as far as comfort for myself. I'd rather figure out why I'm not in the front, banging bars with the guys."

Any pressure that Hale feels is self-induced. Promotor Ducati team owner Alfred Inzinger was sufficiently impressed by Hale's ride at last year's American round of the World Superbike Championship at Laguna Seca that he signed him to a two-year contract. With Corser planning to move on to the 500cc World Championships next year, Hale looks set to achieve number-one-rider status.

"I know that they're looking at me as an investment in the future," said Hale, who understands his second-rider status this year. As for why he chose this offer among the many that he received: "It was way better than a lot of them. It was the best one overall. As far as development for me, I've never ridden a Ducati, but I'd seen they've won a lot, won a lot of World Championships. As far as the testing program and scheduling the development, it was just the best. And the salary, as far as everything involved, it was the best."

Having the best equipment doesn't ensure success, as Hale has found out. He was also heard the griping from the four-cylinder brigade who say that the Ducatis have an unfair advantage. It's hard medicine to take when you're finishing out of the top 10.

"I'm on a Ducati and I'm not winning races, and I'd be fairly confident to say that if I were to come here with the Smokin' Joe's Honda and the team we had last year, I am fairly confident I'd be up in the front battling with those guys. That's how comfortable I felt on that bike. Right now, until I get to that point where I'm comfortable on this bike, I'm still learning. When I get comfortable on this bike we'll be up there again. That's it.

"As a rider, I've always, typically I turn it inward as to why I got beat, figure out what I'm doing. How I can become better. I don't like to look for excuses, I like to figure it out how we can make this better and get on with it. And that's the situation. We'll just make the best of it as we can."

What keeps him going is the knowledge that if he works hard enough it will come.

"It'd be good to get back to having one of those weekends where everything clicks. And I haven't forgotten that feeling. It's races like these that make me enjoy the good ones. You learn the most when you're struggling. I still have my confidence. I still know that I can win these." CN

Round 8: British GP

On the double

Belgian Stefan Everts (left) ended Marnicq Bervoets' (below) five-Grand Prix win streak with his win at Foxhills, though Bervoets still leads the point standings.

By Alex Hodgkinson

SWINDON, ENGLAND, JUNE 23

"I needed to win here, and I made it," were the words of a relieved Stefan Everts as he finally ended fellow Belgian Marnicq Bervoets' five-Grand Prix win streak in the World Championship 250cc MX series with an impeccable double win at Foxhills Moto Park in southwest England.

But the series leader, who turned 27 two days earlier, could also be happy after finishing second on the day. "I was so nervous before racing," said Bervoets. "I've never finished in the top four of a single moto here before. I've had to work hard to build up my points lead and I was afraid of squandering it here. Now I am through this day, I can go with confidence to the final five rounds."

Indeed Bervoets maintained his 55-point lead in the standings after tying with Tallon Vohland on the day. The lone American was the third man on the podium, and remains second in the series standings just four points ahead of the rejuvenated Everts.

The British riders fought hard for the crowd of 28,600, but had little luck. The unluckiest of all was Kurt Nicoll, who crashed on the sixth lap of race one and is out for the rest of the season with a broken femur.

Nicoll had taken the holeshot at the start of moto one, but even on home soil he had no answer to the championship front-runners. By the end of the first lap the KTM-mounted veteran was down to fifth, and it would have been sixth if the fuel line of Frederic Bolley's Kawasaki hadn't come off, as Bolley led two-thirds of the way around the lap.

Given the opportunity, Everts immediately sprinted away with the lead. Rob Herring latched on to Everts, making it a two-rider Honda breakaway until a crash dropped Herring to last place. "I was holding onto Stefan without any problems until I fell," said Herring. "The front wheel slid away on the same downhill where Kurt (Nicoll) crashed two laps later. I was going so fast that the bike carried on halfway up the next hill without me, but I couldn't get back to it until the entire field had gone past."

With Herring washed up, Yves Demaria inherited second and that was where he stayed despite every effort to catch moto winner Everts.

Vohland was third most of the way but couldn't better the pace of the leaders to make any ground on them. "I could hang in there with them for the first five or six laps, but then I got real bad arm-pump and had to let them go," said Vohland.

The Suzukis, so dominant in the previous rounds, were relegated to the role of chasers in England.

Werner Dewit was fourth at the halfway mark, but as team leader Bervoets, riding to avoid mistakes, started to fall back into the clutches of the advancing Jocke Karlsson, Dewit diplomatically dropped back behind him.

Dewit would eventually be passed by Sweden's Karlsson, dropping to sixth, but not until the championship-chasing Bervoets had established himself in a safe fourth place.

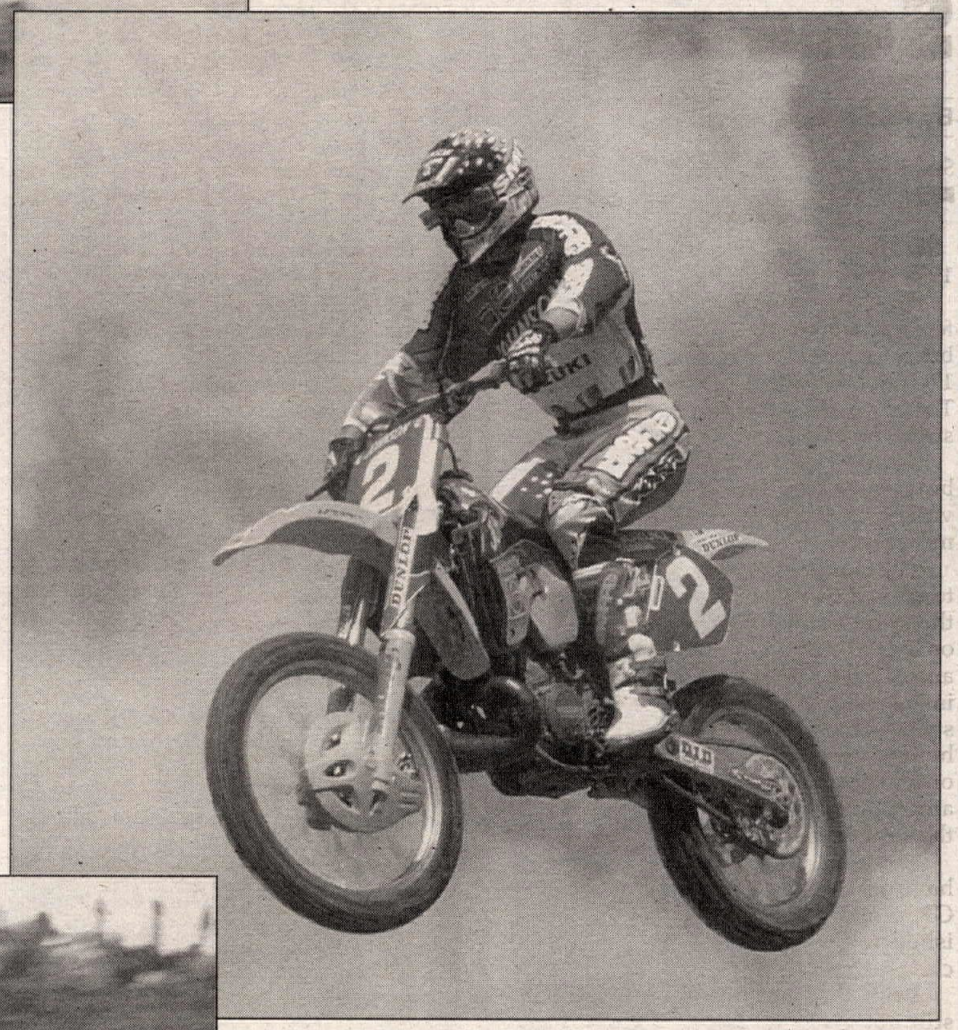
In the second moto, Everts went to the front from the start but actually had a harder race than in the opening moto, as the Belgian crashed on a downhill on the second lap and was temporarily pushed back to fourth behind Vohland, Bartolini and Dewit. Rival Bervoets picked up right in Everts' wheel tracks.

Undaunted by the incident, the confident Everts showed no signs of panic as he set about recovering the lost places.

Everts quickly passed Dewit, not long before the Suzuki rider crashed just prior to the halfway mark. Remounting in fifth, once again between Bervoets and Karlsson, Dewit stalled his bike a few laps later and would finish a lowly 13th.

At the front of the pack Vohland gave it his all to maintain his lead, but Foxhills is Everts' track and he wore the American down. They passed and repassed each other a couple of times on Everts' first serious assault, but the Belgian's second charge for the lead on an uphill saw the American forced wide toward the fencing and he stalled. Bartolini was there to capitalized on the mistake and took over second, a position he would hold to the end.

His rhythm gone, Vohland soon lost third to Bervoets, who was happy to have scored his two best-ever results at the track.



(Left) American Tallon Vohland finished with 3-4 moto scores to finish third overall.

Karlsson's challenge to the Suzukis was halted when he bobbled on an uphill, but a fifth-place was enough to lift him to fourth in the overall standings.

The fastest man on the track apart from Everts was Bolley. Running 28th on lap one, the Kawasaki number two narrowly failed to catch Karlsson at the end and finished sixth.

Fellow Frenchman Demaria was an early casualty this time. "Dewit got thrown sideways on an uphill jump on

the first lap and I clipped his rear wheel," Demaria said. "I've hurt my left ankle." CN

British 250 GP
Foxhills, England
Results: June 23, 1996 (Round 8 of 13)

MOTO 1: 1. Stefan Everts (Hon); 2. Yves Demaria (Yam); 3. Tallon Vohland (Kaw); 4. Marnicq Bervoets (Suz); 5. Jocke Karlson (Hon); 6. Werner Dewit (Suz); 7. Andrea Bartolini (Yam); 8. Peter Iven (Kaw); 9. Remy Van Rees (Kaw); 10. Thierry Bethys (Hon); 11. Paul Cooper (Kaw); 12. Sandro Puzar (Hon); 13. Justin Morris (Hon); 14. Leon Giesbers (KTM); 15. Pedro Tragter (Suz).

MOTO 2: 1. Stefan Everts (Hon); 2. Andrea Bartolini (Yam); 3. Marnicq Bervoets (Suz); 4. Tallon Vohland (Kaw); 5. Jocke Karlsson (Hon); 6. Frederic Bolley (Kaw); 7. Paul Cooper (Kaw); 8. Pedro Tragter (Suz); 9. Peter Iven (Kaw); 10. Rob Herring (Hon); 11. Pit Beirer (Hon); 12. Thierry Bethys (Hon); 13. Werner Dewit (Suz); 14. Leon Giesbers (KTM); 15. Jason Higgs (Hon).

O/A: 1. Stefan Everts (Hon); 2. Marnicq Bervoets (Suz); 3. Tallon Vohland (Kaw); 4. Andrea Bartolini (Yam); 5. Jocke Karlsson (Hon); 6. Yves Demaria (Yam); 7. Peter Iven (Kaw); 8. Paul Cooper (Kaw); 9. Werner Dewit (Suz); 10. Frederic Bolley (Kaw).

WORLD C'SHIP 250cc MX SERIES POINTS STANDINGS (After 8 of 13 rounds): 1. Marnicq Bervoets (273/5 wins); 2. Tallon Vohland (218); 3. Stefan Everts (214/3); 4. Jocke Karlsson (142); 5. Werner Dewit (136); 6. Yves Demaria (131); 7. Pit Beirer (130); 8. Andrea Bartolini (129); 9. Frederic Bolley (125); 10. Pedro Tragter (104); 11. Peter Iven (80); 12. Sandro Puzar (66); 13. Remy Van Rees (65); 14. Chicco Chiodi (64); 15. Kurt Nicoll (46); 16. Paul Cooper (35); 17. Rob Herring (34); 18. Jaimy Scevenels (21); 19. Miska Aaltonen (19); 20. Leon Giesbers (18).

Upcoming Rounds:
Round 9 - Belo Horizonte, Brazil, July 14
Round 10 - Baldasserona, San Marino, July 28

World Championship 125cc MX Series
Round 8: British GP

Seven up

By Alex Hodgkinson

SWINDON, ENGLAND, JUNE 23

The majority of the large crowd at the Foxhills doubleheader had come to see Paul Malin repeat his 1995 victory in the 125cc GP.

The 24-year-old Brit responded to the fervent support and rode his heart out, but even that was not enough to prevent 17-year-old French sensation Sebastien Tortelli from extending his record win streak to seven in a row.

Tortelli went 1-1, Malin 2-2, before both were sent down the steep-sided valley to salute the gallery who had marveled at their skills.

The day before, the English soccer team had qualified to play Germany in the semifinals of the European championship at London's Wembley stadium and the whole country seemed gripped in jingoistic fever, but Tortelli's graceful style and outrageous pace won over the hearts of all but the most partisan onlookers and he was applauded all around the track long before the end of the second 45-minute race.

His race times were fast enough to have secured 4-2 finishes in the 250cc GP, while Malin would also have finished in the top six of the "premier" class each time.

Even after the first moto, Malin had still not given up hope. "I know I am faster than him here," said Malin. "I tensed up early on and my forearms pumped up for the first half of the race; I could hardly work the front brake. Even then I was holding him until I made a mistake, spun out in a hole and let him catch me up. He would never have caught me otherwise."

On the podium at the end of the day's racing he had to admit that Tortelli was simply riding brilliantly. "The crown is Sebastien's," said Malin. "He's just riding so well at the moment. At least I am now second in the championship."

With a 67-point lead and four GPs remaining, Tortelli could become the sport's youngest-ever world champion on July 14 in Slovenia. He will be 17 years and 329 days old that day; Stefan Everts was 18 years and 265 days when he won the 125cc crown in 1991.

Luigi Seguy holeshot the moto-one start on the fantastically fast Italian-built TM, but Malin was right on him as they completed the first lap. Tortelli was fourth behind Camerlengo.

Malin knew he had to escape if he was to stand a chance, and halfway through the second lap he stormed past Seguy on a long climb after gaining momentum in the turn. But it was just one more lap before the championship leader was in his wake.

Just before the quarter-hour stage came the mistake which let Tortelli close up, and by the time Malin settled again it was all over.

Veteran Michele Fanton, who always goes well at Foxhills, was intent on earning good prize money to pay the $500 fine levied against him on Saturday for hitting a flagman, and by the time the race was half over he had disposed of younger rivals Vialle, Seguy, Dal Lago, Camerlengo and Belometti.

The award for the bravest rider went to Collin Dugmore, who finished the first moto despite the pain of a possible a broken foot. "I ran into the fence early on," said Dugmore. "I think I've broken the bone in the middle of the right foot but I need the points and didn't want to pull out." On the final lap he took ninth from home-country teenager Carl Nunn.

Tortelli blazed off the line in moto two, uncharacteristically grabbing the holeshot, and the race was over even though Malin was soon running second.

"I got through quickly from fourth and I was optimistic for a time that I could turn that first race result round to win the overall again," Malin said. "I tried hard to catch Seb (Tortelli) and the crowd was great again, but he is just too good."

Once again, Fanton was to emerge victorious over the youngsters in the battle for third, his task made easier when Vialle crashed midrace and could only finish ninth, in the process relinquishing second in the standings to Malin.

Pumped full of pain-killers because of his injured foot, Dugmore narrowly failed to catch Maschio for seventh, while Seguy registered his sixth successive top-six moto finish to take over fourth in the standings. But he is so far down that with four GPs still remaining he no longer has even a mathematical chance of taking the title. CN

(Left) French sensation Sebatien Tortelli extended his win streak to seven with his double victory at the British Grand Prix. (Below) British rider Paul Malin couldn't match Tortelli's pace and finished second in both motos.

British 125 GP
Foxhills, England
Results: June 23, 1996 (Round 8 of 12)

MOTO 1: 1. Sebastien Tortelli (Kaw); 2. Paul Malin (Yam); 3. Michele Fanton (Kaw); 4. Frederic Vialle (Yam); 5. Luigi Seguy (TM); 6. Mauro Dal Lago (Hon); 7. Erik Camerlengo (Yam); 8. Alex Belometti (Hon); 9. Collin Dugmore (Hon); 10. Carl Nunn (Hon); 11. Stephane Roncada (Hon); 12. Brian Kjaer Jorgensen (Suz); 13. Edwin Evertsen (Hon); 14. David Vuillemin (Kaw); 15. Philippe Dupasquier (Kaw).

MOTO 2: 1. Sebastien Tortelli (Kaw); 2. Paul Malin (Yam); 3. Michele Fanton (Kaw); 4. Stephane Roncada (Hon); 5. Luigi Seguy (TM); 6. Brian Kjaer Jorgensen (Suz); 7. Mickael Maschio (Hon); 8. Collin Dugmore (Hon); 9. Frederic Vialle (Yam); 10. Alex Belometti (Hon); 11. Andi Kanstinger (Hon); 12. Philippe Dupasquier (Kaw); 13. Neil Prince (Hon); 14. Marcel Van Drunen (Hon); 15. Carl Nunn (Hon).

O/A: 1. Sebastien Tortelli (Kaw); 2. Paul Malin (Yam); 3. Michele Fanton (Kaw); 4. Luigi Seguy (TM); 5. Frederic Vialle (Yam); 6. Stephane Roncada (Hon); 7. Collin Dugmore (Hon); 8. Brian Kjaer Jorgensen (Suz); 9. Alex Belometti (Hon); 10. Mauro Dal Lago (Hon).

WORLD C'SHIP 125cc MX SERIES POINTS STANDINGS (After 8 of 12 rounds): 1. Sebastien Tortelli (275/7 wins); 2. Paul Malin (208); 3. Frederic Vialle (205); 4. Luigi Seguy (115); 5. Michele Fanton (111); 6. Mickael Maschio (109); 7. Collin Dugmore (103); 8. Brian Kjaer Jorgensen (99); 9. Stephane Roncada (94); 10. Alex Belometti (82); 11. Mauro Dal Lago (70); 12. Bob Moore (61); 13. Philippe Dupasquier (57); 14. Erik Camerlengo (54); 15. Andi Kanstinger (44); 16. David Vuillemin (43); 17. Massimo Bartolini (40/1); 18. Xavier Colomer (39); 19. Simone Girolami (34); 20. Pedro Tragter (32).

Upcoming Rounds:
Round 9 - Nismes, Belgium, July 7
Round 10 - Maribor, Slovenia, July 14

Briefly...

The Swiss **Pamo** team, which currently supports Pit Beirer, is making a bid to take over either the Honda or Suzuki factory team for 1997. "I want works bikes next year," said team boss Paul Kasper. Initially reluctant to name marques, Kasper admitted under direct questioning that he had been having talks with Suzuki boss Sylvain Geboers. "Yes, that is a possibility," Kasper said. Kasper also said that Suzuki was not the only avenue he was exploring. "You know the bikes I want," he said, referring to Honda.

Sylvain Geboers had already said last year that he wanted to quit the day-to-day running of the Suzuki GP team at the end of this year to concentrate on being a liaison with Japan from his Belgian base, and he confirmed this wish at the race this weekend. Geboers added, however, that plans are not finalized. "Nothing is arranged yet," said Geboers, "and if I don't find someone, then I will be running the team myself again next year." With both Johnson and Bieffe due to withdraw their support at the end of this year, he could find financing a problem without a partner.

Kurt Nicoll will switch to the 500cc GPs next year. Before his season ended on Sunday with a broken femur, the 31-year-old said he hoped to ride a KTM 368, but had other possibilities if he and KTM couldn't work out a deal. "It is not only a matter of the strength of the opposition in the 250s, but also the tracks," said Nicoll of his decision to change classes. "There are some terrible tracks on the 250 GP schedule next year, while the 500s are nearly all at good venues." Nicoll's trainer Roy Carter said on Sunday evening that the break was a clean one, very close to the place where Nicoll broke the same leg in 1991.

Tallon Vohland has hardly any skin on his knees and had chipped most of his upper teeth as a result of a crash at the Swedish GP three weeks before Foxhills.

Miska Aaltonen didn't attend Foxhills after breaking his right shoulder blade in Finland last week.

Japanese rider **Kohji Ohkawara** augmented the GP regulars in the 250cc class at Foxhills. After finishing 16th in race two, he said he would be riding all of the remaining European GPs in the class before going home.

Round 5: The Little Rhody Enduro

HAWKINS *again*

By Larry Toby
Photos by Kinney Jones

WEST GREENWICH, RI, JUNE 23

In the rough, tight, rocky and technical terrain of Rhode Island, Team Suzuki rider and five-time National Enduro Champion Randy Hawkins scored his second consecutive win in the AMA National Championship Enduro Series. The win moved Hawkins into the series points lead over Kawasaki Team Green's Ty Davis, who held the lead after winning the first three rounds. Davis finished fifth on the day, spending much of the time struggling with a bike setup that didn't suit the difficult terrain, and now trails Hawkins by 13 points, 119-106.

Veteran rider Kevin Hines got off to a strong start to take the early lead, though he would ultimately finish second overall, only four seconds behind Hawkins. Third and fourth overall, respectively, were the Lafferty brothers, Mike and Jack Jr., both of whom put in strong rides to finish just off the pace of the leaders.

The Rhody Rovers Motorcycle Club held their 26th annual Little Rhody Enduro in the heavily forested terrain of Rhode Island and Eastern Connecticut. "Ninety percent of the event is held on state forests in two different states," said trail boss Richard Seymour. "Land use is a constant challenge. This land can be ridden by permit and with severe restrictions." Despite the limitations, the club put on an outstanding event that was enjoyed by all of the top riders.

Rain had been threatening all week. Under cloudy skies on Saturday, Seymour predicted the top rider would probably lose about 22 points. For the first time in a week the sun popped out early Sunday morning, drying up the terrain. Race conditions were the best anyone could remember resulting in a winning score that was half of what Seymour had expected.

"These guys in Rhode Island did a great job," said Hawkins. "They check you in and check you out with a few sneaky checks. It's a technical race, which is an advantage to me. When it comes to technical stuff, I think I'm as fast as anybody.

"This place has been very good to me," continued Hawkins. "And Ohio has been good to me. If I could keep the series' events between Ohio and Rhode Island, maybe I would be in the hunt for another championship." Hawkins is in the hunt, as always.

Hawkins had to ride fast to stay in front of CRE-mounted and former National Enduro Champion Kevin Hines, who always rides well in his own backyard. Hawkins beat Hines by a mere four seconds.

"The last time this event was a National in 1990, Randy beat me by about four seconds then," Hines said.

Hines rode very well, beating everyone through the first two sections. At the second gas stop, Hines held a very slim two-second lead over Hawkins. Hines, known to favor brutal conditions, was a bit frustrated the event wasn't harder or longer.

"It was a good event, just a little too easy," said Hines. "By the time I really got going in the afternoon and felt good, the race was over. If it had rained, the results would have been different."

KTM's Lafferty brothers, from nearby New Jersey, looked sharp all day. Mike was definitely on the gas, trailing Hines and Hawkins by only two seconds in the morning and afternoon sections. In addition to Mike's third and Jack's fourth, brother Richard finished 10th overall, while Jack Sr. won the Super Senior A class.

While the top four racers were all veterans of eastern racing conditions, Kawasaki Team Green's Ty Davis had never ventured this far east before. Davis was unsure of what to expect and appeared to be riding tentatively.

"I did the best I could today," said Davis. "I kept losing 20 to 30 seconds to the leaders here and there. I came in one day early but that wasn't nearly enough. I need a whole week of practice out here. I wasn't prepared. My suspension setup was all wrong. I would have been better off if I had no valving at all. They (some of the local riders) told me there weren't many rocks out here. It was all rocks! Next time I will be better prepared." Davis finished fifth.

The enduro started in a grassy field before going into the woods in a relatively easy section with few rocks. The loop was challenging enough to keep everyone on the gas. Only the top dozen riders zeroed the section. Some riders commented that the section was a little dangerous, with lots of slightly covered roots, giant whoops and low-hanging branches.

"The section wasn't too technical," said trail boss Seymour. "It was added simply to increase the mileage of the event. The terrain is very different from what riders face during the rest of the enduro. If the riders make significant changes to their bikes at the first gas stop based upon this section, they'll be in trouble."

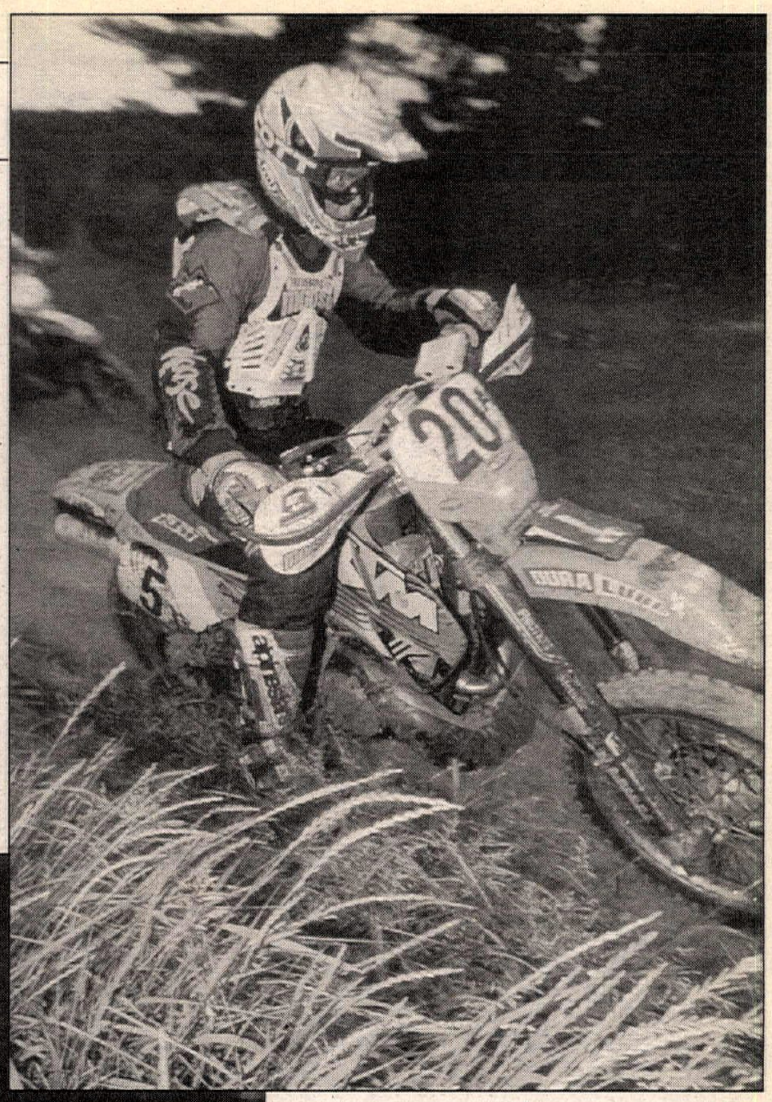
After the first gas stop, there was a sneaky check that caught several of the top riders off guard, including Davis and Team Suzuki rider and former National Enduro Champion Steve Hatch. Both burned the check, dropping two points to the competition.

The first test section came next and the club checked the riders in and out with all of the top riders zeroing the first check. The section was littered with rocks of all shapes and sizes along with plenty of mud and water. Many of the top riders complained about hitting rocks they never saw. Hines, Hawkins and Mike Lafferty rode this section extremely fast and smooth, scoring the best times. Hines dropped 4:06, while Hawkins dropped 4:08 and Mike Lafferty 4:22. Davis and Hatch also scored 4s but were out of the hunt with their previous burned check. Jack Lafferty Jr. was the only other rider to score a 4, just making the flip of the cards at 4:57. There were only a couple of 5s, while most of the top riders dropped six or more minutes at this check.

A reset allowed most riders to get back on time before being checked into another test section. Again, it was a rocky, technical section. Several riders crashed, with a high number of knee injuries. Hines, Hawkins, Davis, Hatch and Mike Lafferty scored 2s. Jack Lafferty Jr., Husaberg-mounted Kevin Bennett, Kawasaki-mounted Mark Spence and WER rider Chris Smith scored 3s, while the other top riders dropped four or more points.

(Above) Team Suzuki's Randy Hawkins took his second consective National Enduro win to take over the series points lead. (Right) Leading the way after the first two checks, CRE's Kevin Hines finished a close second.

(Left) Ty Davis fell to second in the series points after struggling to a fifth-place finish. (Right) KTM-mounted Mike Lafferty took third overall, a single point behind Hines, and trailed the leaders closely all day. (Below) Former National Enduro Champion Steve Hatch had an off day, crashing and injuring his knee. Hatch did not finish.



At the second gas stop, Hines, Hawkins and Mike Lafferty were all carding six points. Hines had the edge with the smallest of leads, two seconds. Jack Lafferty Jr. had a 7, while Davis, Spence and Smith trailed with an 8. Hatch had a 6, but had to pull out of the race due to a knee injury.

"I was riding hard and having lots of fun," said Hatch. "I caught Davis and was really excited when the next thing I knew I saw air, ground, air and ground, I knew my knee was injured right away. With the GNCCs, Hare Scrambles and ISDE coming up, I didn't want to risk further injury."

With the DNF, Hatch's participation at the remaining National Enduro rounds is questionable.

"We at Team Suzuki agreed early in the year to re-evaluate our focus at midyear," explained Hatch. "Rodney Smith won the ISDE Qualifier Series, I'm leading the GNCC series, Rodney's leading the Hare Scrambles series and Randy now leads the Enduro series. I may put most of my emphasis on the GNCC and Hare Scrambles series."

Hawkins and Davis also tweaked their knees in the same section but were able to continue.

"I crashed several times," said Davis. "I would be racing along, building up confidence when all of the sudden I would be off the course or in a tree."

The afternoon loop had two sections where the club took points from all the riders. Again, the club checked the riders into the sections. The club then checked the riders out of the first section with another tie-breaker check. It is here where you learn that every section counts in an enduro. Hawkins rode the section six seconds faster than Hines. The seconds came at the end of one minute and the beginning of another minute to give Hawkins a one-point lead over Hines and Mike Lafferty. Hawkins scored 1:58 while Hines scored 2:04. Five other riders scored 2s; Mike Lafferty 2:06, Davis 2:20, Bennett 2:37, Smith 2:43 and Jack Lafferty Jr. 2:50. There were six 3s, and all other riders scored four or more.

This put Hawkins in the lead with a score of seven. Both Hines and Mike Lafferty had eight, Jack Lafferty Jr. had nine, and Smith and Davis had 10.

After being checked into the last section, it was a flat-out race through more technical terrain to the finish. Hawkins and Hines were the fastest, both dropping four minutes and taking first and second places, respectively. Mike Lafferty and Bennett scored five, which gave Mike a firm hold on third place and moved Bennett into sixth. Davis, Smith, Spence and Jack Lafferty Jr. all scored six. That was good enough to give Jack fourth and Davis fifth for the day. CN

Little Rhody Enduro
West Greenwich, Rhode Island
Results: June 23, 1996 (Round 5 of 9)

O/A: 1. Randy Hawkins (Suz) 11; 2. Kevin Hines (CRE) 12; 3. Mike Lafferty (KTM) 13; 4. Jack Lafferty Jr. (KTM) 15; 5. Ty Davis (Kaw) 16; 6. Kevin Bennett (Hbg) 16; 7. Jerry Madore (Suz) 17; 8. Chris Smith (WER) 19; 9. Mark Spence (Kaw) 19; 10. Richard Lafferty (KTM) 20; 11. Dave Gunn (KTM) 20; 12. Fred Hoess (Suz) 21; 13. Paul Milliken (KTM) 21; 14. R. White (Hon) 22; 15. J. Cayer (Hon) 22; 16. Mike Slechta (CRE) 22; 17. Darrell Szachetka (Kaw) 22; 18. Rick Claxton (Hon) 22; 19. Craig Cossaboon (Kaw) 24; 20. James Kelly (Hus) 24.

O/A A: Jerry Madore (Suz) 17.

125 A: 1. K. Howley (KTM) 27; 2. K. Clark (TM) 31; 3. H. Neff (KTM) 33.

200 A: 1. D. Sclachetka (Kaw) 22; 2. P. Stevens (Kaw) 34; 3. H. Whipple (Kaw) 36.

250 A: 1. D. Gunn (KTM) 20; 2. F. Hoess (Suz) 20; 3. P. Milliken (KTM) 21.

OPEN A: 1. M. Slechta (CRE) 22; 2. B. Sironen (KTM) 34; 3. E. Sweetster (ATK).

F/S A: 1. B. Atkinson 25; 2. J. Mitchell (Hon) 27; 3. J. Burleson (Kaw) 35.

VET A: 1. M. Parkers (KTM) 29; 2. T. Vella (Hon) 30; 3. S. Reed (Kaw) 34.

SR A: 1. J. Randell (Hon) 24; 2. D. Burelson (Kaw) 31; 3. S. Wolfersberger (Kaw) 38.

S/SR A: 1. J. Lafferty Sr. (KTM) 30; 2. K. Ratcliff (Hon) 35; 3. J. Scharz (Kaw) 36.

O/A B: J. Cooney (Suz) 33.

125 B: 1. C. Copeland (CRE) 36; 2. J. Rawlings (KTM) 52; 3. E. Hannah (Hon) 60.

200 B: 1. J. McLaughlin (Kaw) 42; 2. G. Szlachetka (Kaw) 48; 3. R. Ohl (Kaw) 53.

250 B: 1. T. Johnson (Hon) 36; 2. K. Knott (Suz) 36; 3. G. Eggert (Suz) 49.

OPEN B: 1. A. Switzer (KTM) 40; 2. M. Sigety (Suz) 40; 3. M. Nash (KTM) 46.

F/S B: 1. K. Zabroski (Hus) 43; 2. S. Poplasky (Hon) 47; 3. J. Coopersmith (Suz) 56.

VET B: 1. J. Robbins (Hon) 34; 2. R. King (KTM) 38; 3. B. Saunders (KTM) 44.

SR B: 1. G. Gifford (Suz) 59; 2. J. Daugherty (Hon) 60; 3. B. Landry (Hon) 61.

S/SR B: 1. T. Farley (CRE) 36; 2. D. Verdetto (Kaw) 54; 3. T. Stibitz (Hus) 282.

O/A C: 1. A. Ross (KTM) 34.

200 C: 1. G. Vanroovhis (Kaw) 40; 2. K. Bessette (Kaw) 44; 3. R. McKown (Kaw) 45.

250 C: 1. A. Federico (KTM) 37; 2. D. Donchette (Kaw) 48; 3. M. Gallo (Suz) 49.

OPEN C: 1. C. Bolton (KTM) 44; 2. R. Strolm (KTM) 57; 3. E. Jarvis (Hus) 70.

4-STRK C: 1. R. Hobbie (Hon) 37; 2. R. Anderson (Hon) 39; 3. T. Smith (Hon); 50.

VET C: 1. S. Bertoline (Kaw); 50; 2. K. Day (Suz); 3. T. Hall (Hon) 56.

SR C: 1. P. Silansky (Kaw); 48; 2. J. Corliss (KTM) 58; 3. M. Suriani (KTM) 61.

MSTR: 1. J. Galie (Yam); 2. R. Hoover (Hon); 3. E. Baker (Hon).

WMN: 1. K Whittier (Kaw); 2. P Stewart (Hon); 3. H. Landon (Kaw).

AMA NATIONAL C'SHIP ENDURO SERIES POINT STANDINGS (After 5 of 9 rounds): 1. Randy Hawkins (119/2 wins); 2. Ty Davis (106/3); 3. Mike Lafferty (91); 4. Kevin Hines (86); 5. Steve Hatch (73); 6. Matt Stavish (55); 7. Kevin Bennett (43); 8. Kelby Pepper (40; 9. Patrick Garrahan (25); 10. Jason Dahners (23).

Upcoming Rounds:
Round 6 - Canton, Illinois, September 8
Round 7 - London, Kentucky, September 15

Briefly...

It seemed like **family day** as the **Laffertys** and their KTMs entered three sons and their father in the competition. The three sons all finished in the top 10 overall while dad took first-place honors in the Super Senior class. Furthermore, eight-time National Enduro Champion **Dick Burleson** and son Jon-Erik came from Michigan to participate in the Little Rhody. "With all the enduros I have ridden, I've never ridden in this one," said the senior Burleson. Dick finished second in the Senior A class while Jon-Erik finished third in the Four-Stroke A class. Both were on Thumper Racing modified KLXs. "If we hadn't drawn a starting number so close to my dad's age," said Jon-Erik, "we would have had a better chance."

With Dick Burleson's participation, **five** former or defending **national enduro champions** spanning the last three decades were competing. Burleson had eight championships; Randy Hawkins five; Kevin Hines one; Steve Hatch one; and Ty Davis is the defending champion.

Moose racing's **Pete Denison** made the trek out from Colorado to help his team show off some early examples of next year's line of products. "We are very excited for our team," said Denison. "We are leading or are in the hunt for winning every off-road title this year."

Suzuki's **Rodney Smith**, after recently winning the ISDE Qualifier series, was seen running around the pits. "I'm just here to have fun and help my teammates," said Smith. "If my mechanic hadn't taken vacation this weekend I might have raced. With so many important races coming up, though, I can't risk injury."

All but one member of the **U.S. 1996 International Six Day Enduro World Trophy Team** and team manager Dave Betram were present or competing in the Little Rhody. Rodney Smith, Chris Smith, Randy Hawkins, Steve Hatch and Ty Davis were all planning on following Kevin Hines home for some ISDE preparation exercises in Hines' stomping grounds. "The terrain around my house is very similar to the terrain our team will find in Finland," said Hines.

Round 5: Grattan Raceway Park

Unexpected, unaffected

By Jacki Fisher
Photos by Nick Devinck

BELDING, MI, JUNE 22

Team Suzuki Endurance, feeling comfortable after 113 series wins, had a few tense moments when endurance rookies Dega Racing turned up the heat during round five of the WERA National Endurance Series at Grattan Raceway Park.

When it came to actual track time, Dega's top gun Greg Gibson was able to match the champ's torrid pace. The three-lap margin of victory ended up being decided in the pits. Team Suzuki Endurance was averaging 20- to 30-second pit stops, while Dega Racing was held back with two- to four-minute stops.

Dega's first pit stop occurred before the hot lap. Gibson was stopped cold on hot-pit lane by a dead battery. The change took too long for Gibson to make the grid and he started dead last after the pack left the line. By the third lap, he had charged through traffic and was in 10th place out of 42 riders. Effortlessly flying around the two-mile circuit as though he were unaware of the other riders, Gibson was in second 15 minutes into the first hour. Arclight Racing's Joe Prussiano and H&H Racing/RK Motorsports' Brian Lantz were in the mix to make the battle interesting.

Suzuki's Tray Batey was racing alone way out front. TKO Rayce Team Suzuki Too, one of the series' top-five-overall teams, began having trouble and had to pit unexpectedly to change carbs and the airbox. By the end of the first hour the leaders were turning 23s and 25s to set the pace for the day.

A little over halfway through the first hour, Wing Riders' Honda F3 came out of turn 10 wide, hit the bump coming onto the straight and crashed, bringing out the first red flag for the day and sending everyone to the pits.

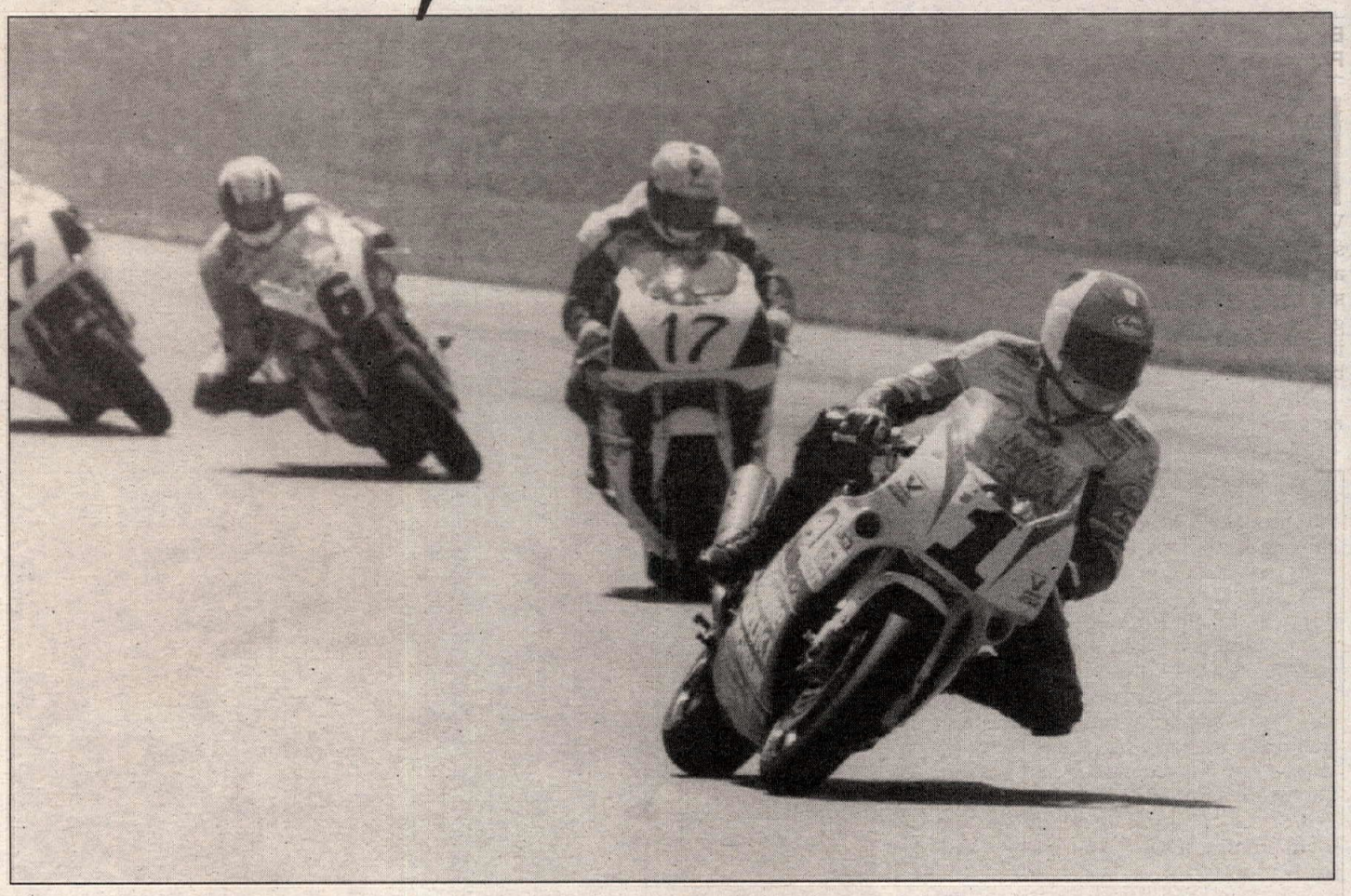
For the restart, Gibson came from the middle of the second wave, which was his original grid position since this was Dega's first time in the series. Again he was in second place after 15 minutes.

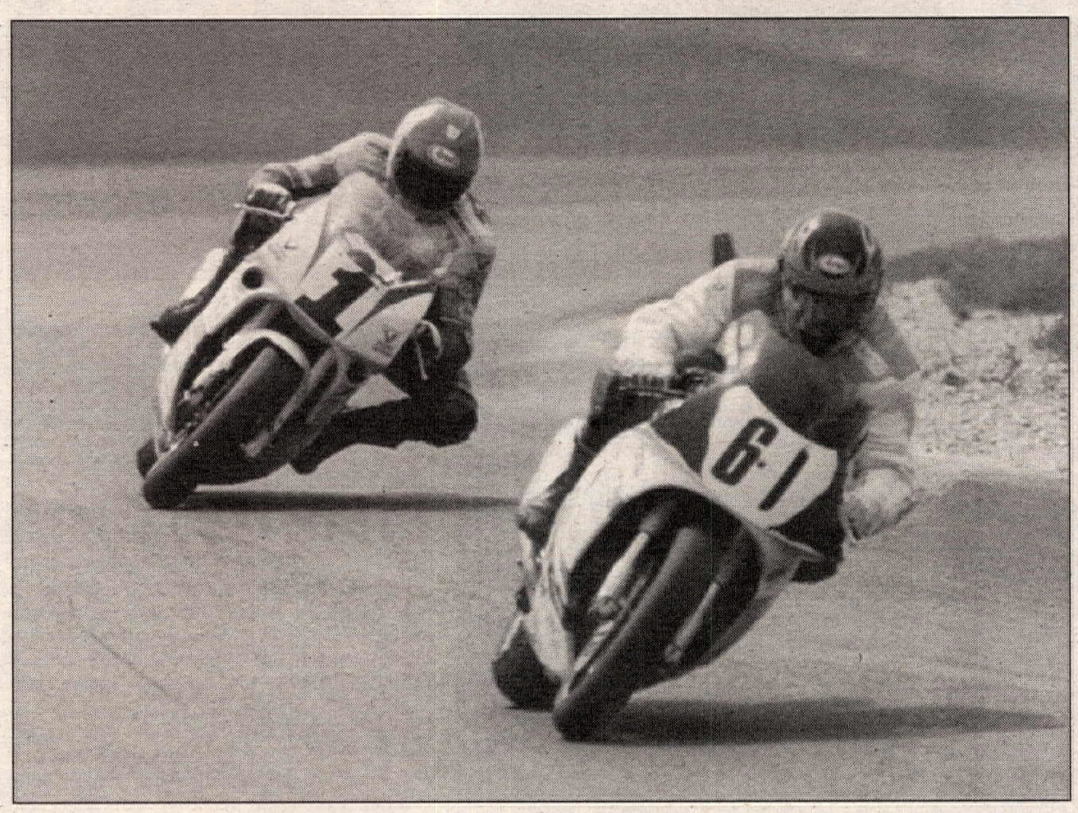
Seven minutes into the second hour, H&H's Lantz crashed in turn seven which brought out the ambulance and the second red flag. Halfway through the second hour, TKO was dealt the knockout blow. Their engine began breaking up, sending Joey Gilleland into the pits for a complete engine change which lasted 38 minutes and took away any chance of a top-three finish.

The third red flag waved 10 minutes into the fifth hour when Army of Darkness' YZF got into a headshake over the bump coming onto the straight. Quickly, headshake turned into an unsavable tank-slapper, and that resulted in a crash that left the bike in the racing line.

The race drama began in the last half of the fifth hour. The gods smiled on Suzuki when Dave Stanton's crash between turns four and five due to a dislodged battery brought out the day's final red flag. The delay allowed master crew chief Keith Perry to make repairs allowing them to make the restart. Batey went out for the final tour, but never felt secure on the crash-damaged bike. With six minutes left in the fifth hour, Batey overshot the entrance to the esses and did a little motocrossing, which allowed Gibson to get by before he could re-enter the track. Batey, feeling the pressure, pulled out all the stops and turned it up. Running low 23s, he took the checkered flag giving Team Suzuki Endurance a record 114th win. Gibson mirrored Batey's drive and brought Dega Racing's Yamaha home in a solid second place.

The final podium position was hotly contested during the final two hours with HP Motorsports' prime-time pilots Dean Hayes and Lanny Allen stealing third from Arclight Racing in the last half of the final hour. Arclight hung in for fourth overall, while masters of consistency Triple R Racing maintained the fifth position from the second hour through the end of the race. CN





(Above) Team Suzuki Endurance (1) leads TKO Rayce Team (17), H&H Racing (6) and Arclight Racing (7) in WERA endurance racing at Grattan Raceway park. (Left) Endurance rookies Dega Racing (61) led Team Suzuki Endurance (1) briefly at Grattan Raceway Park; TSE would go on to win.

Grattan Raceway Park
Belding, Michigan
Results: June 22, 1996 (Round 5 of 10)

ENDUR O/A: 1. Team Suzuki Endurance (Suz); 2. Dega Racing (Yam); 3. HP Motorsports (Suz); 4. Arclight Racing (Suz); 5. Triple R Racing (Kaw); 6. H&H Racing/RK Motorsports (Suz); 7. Team Bells Suzuki (Suz); 8. Team Triad II/Tapeworks (Yam); 9. Team Ten 40 Racing (Hon); 10. TKO Rayce Team Suzuki Too (Suz); 11. S.B.R. (Yam); 12. Royale Racing (Hon); 13. Cycle Speed Racing (Hon); 14. Performance Motorsports (Hon); 15. Team Triad I/Tapeworks (Suz); 16. Free Bud (Duc); 17. PC Racing (Hon); 18. TBA Racing (Suz); 19. Thunder Racing (Kaw); 20. Team Fast Forward (Hon).
Time: 5 hr., 38 min., 20 sec.
Distance: 385.92 miles.
Average Speed: 68.40 mph.
Margin of Victory: 3 laps.
WERA NATIONAL ENDURANCE SERIES POINTS STANDINGS (After 5 of 10 rounds): 1. Team Suzuki Endurance (547.83 points); 2. Arclight Racing (467.4); 3. TKO Rayce Team Suzuki Too (412.12); 4. Triple R Racing (374.7); 5. Performance Motorsports Racing (304.04); 6. H&H Racing/RK Motorsports (300.08); 7. Royale Racing (298.9); 8. Cycle Speed Racing (289.75); 9. Team Ten 40 Racing (270.8); 10. Team Triad II/Tapeworks (270.47); 11. HP Motorsports (264.47); 12. Army of Darkness (248.57); 13. The TKO Rayce Team Suzuki (247.82); 14. Team Bells Suzuki (234.96); 15. S.B.R. (234.37); 16. Roswell Racing (230.83); 17. Excel Racing (229.77); 18. Team Fury (222.48); 19. Team Triad I/Tapeworks (198.51); 20. Team Fast Forward (197.13).

Upcoming Rounds:
Round 6 - Clermont, IN, July 11-14
Round 7 - Mount Meridian, IN, August 8-10

WERA National Challenge Series
Round 5: Grattan Raceway Park

Suzuki dominates Superstock series

By Jacki Fisher
Photos by Nick Devinck

In the 1100cc Superstock race, Valvoline's Jamie Hacking got the holeshot but was quickly displaced in turn four by America's Motorsports GSXR-mounted Tray Batey. Behind them, Valvoline's Dave Stanton moved up to secure second behind Batey, who pulled away to a comfortable lead and made it stick to take first place. Hacking never got back into contention after overshooting turn five, losing six positions because of the excursion.

The first half of the 600cc Superstock race was between Triple R Racings' Mike Reed and Kawasaki of Canton's Joey Gilleland, who couldn't keep up the pace.

"I feel like there was a 50-mph headwind," Gilleland said. "I couldn't get any motor on the straight. I hope it's just jetting problems."

Reed got a great start, put his head down and charged on for the win. Reed was briefly threatened by Honda Canada's Jeff Williams at the end of the race. Williams, who had been gridded near the back of the second wave, had carved his way through traffic, motoring by Greenwood Motorsports' Reuben Frankenfield when Frankenfield went wide through turn four, allowing Williams to push him to the outside. Williams began dicing with Cycle Speed Racing's Phil Schilling, who had been running in second for the last half of the race. Williams drafted up to Schilling on the straight, went outside going into turn one, and waited for Schilling to brake. He passed Schilling in turn one by sliding around him using the rear brake. With only one lap to go, Williams didn't have enough time to do better than second. His disappointment got worse when he was disqualified because of a recent rule change regarding Honda F3 tail sections. Schilling was also disqualified for the same reason.

"I was leading the points going into this round and I want this championship really bad," Reed said after the race.

K.S. Cycleworks' GSXR-mounted Joe Prussiano took the lead of the Michelin 750cc Superstock class by the second lap and held onto it until the seventh lap when Dave Stanton took over. Stanton was shadowing Prussiano for the entire race, waiting for him to make a mistake. On lap seven, Prussiano was having traction problems in turn four while Stanton's Michelins held, allowing him to take over first place and make it stick. Stanton had been tied for eighth in the points race, but the win moved him up to third overall. In an exciting final finish-line pass, Suzuki's John Branch squeaked by R&B Racing's Timothy Bemisderfer to steal fourth.

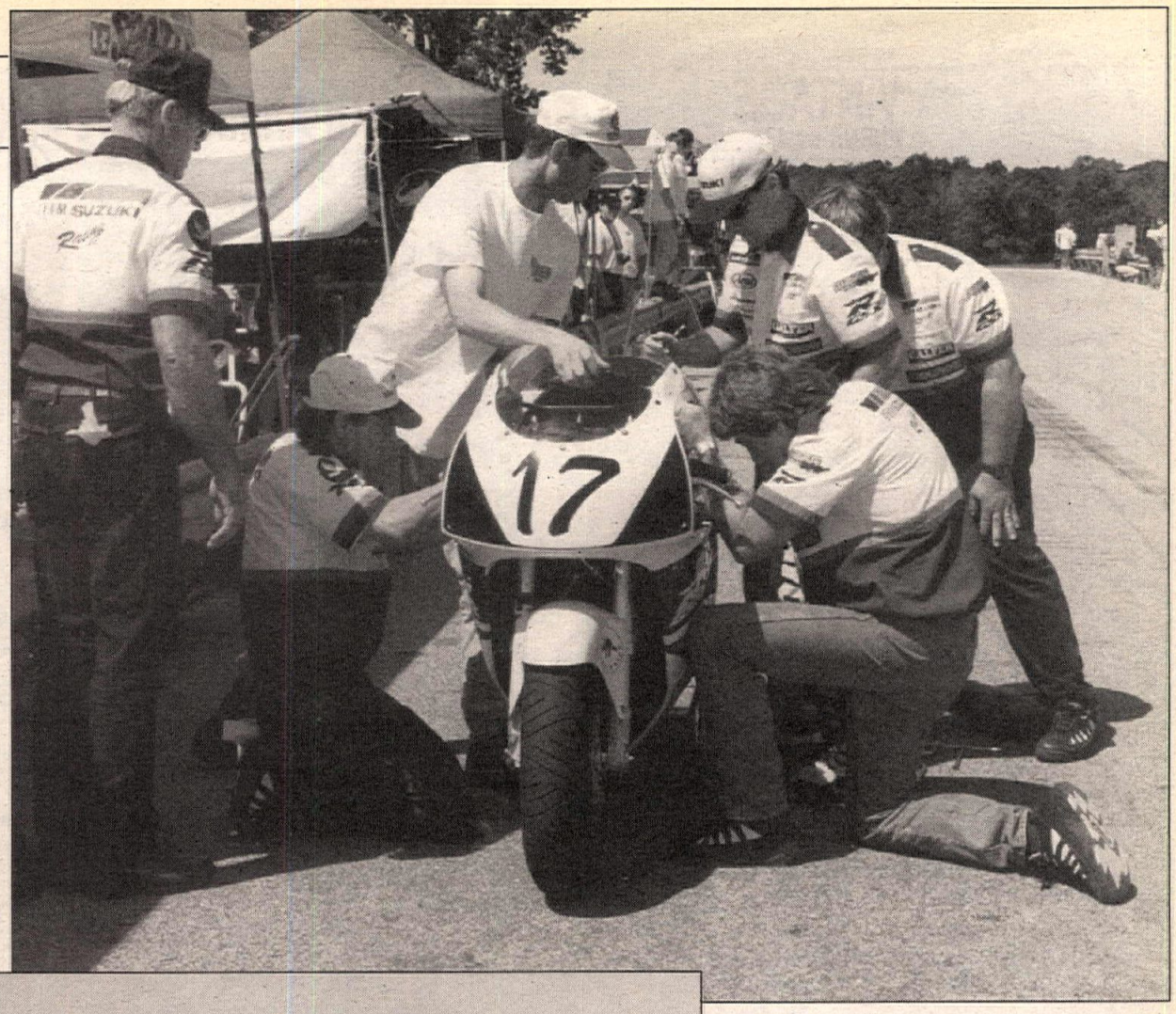
Dunlop's Stoney Landers held first place in the Middleweight GP class until the last half of the race when Jeff Williams went inside coming out of turn four over Grattans "hump" to take first. Himmelsbach Racing's Bill Himmelsbach made a last-ditch attempt to take first after fighting his way through traffic on the last lap. Williams lost his concentration temporarily.

"I was watching my pit signals and nearly got passed by Bill," he said.

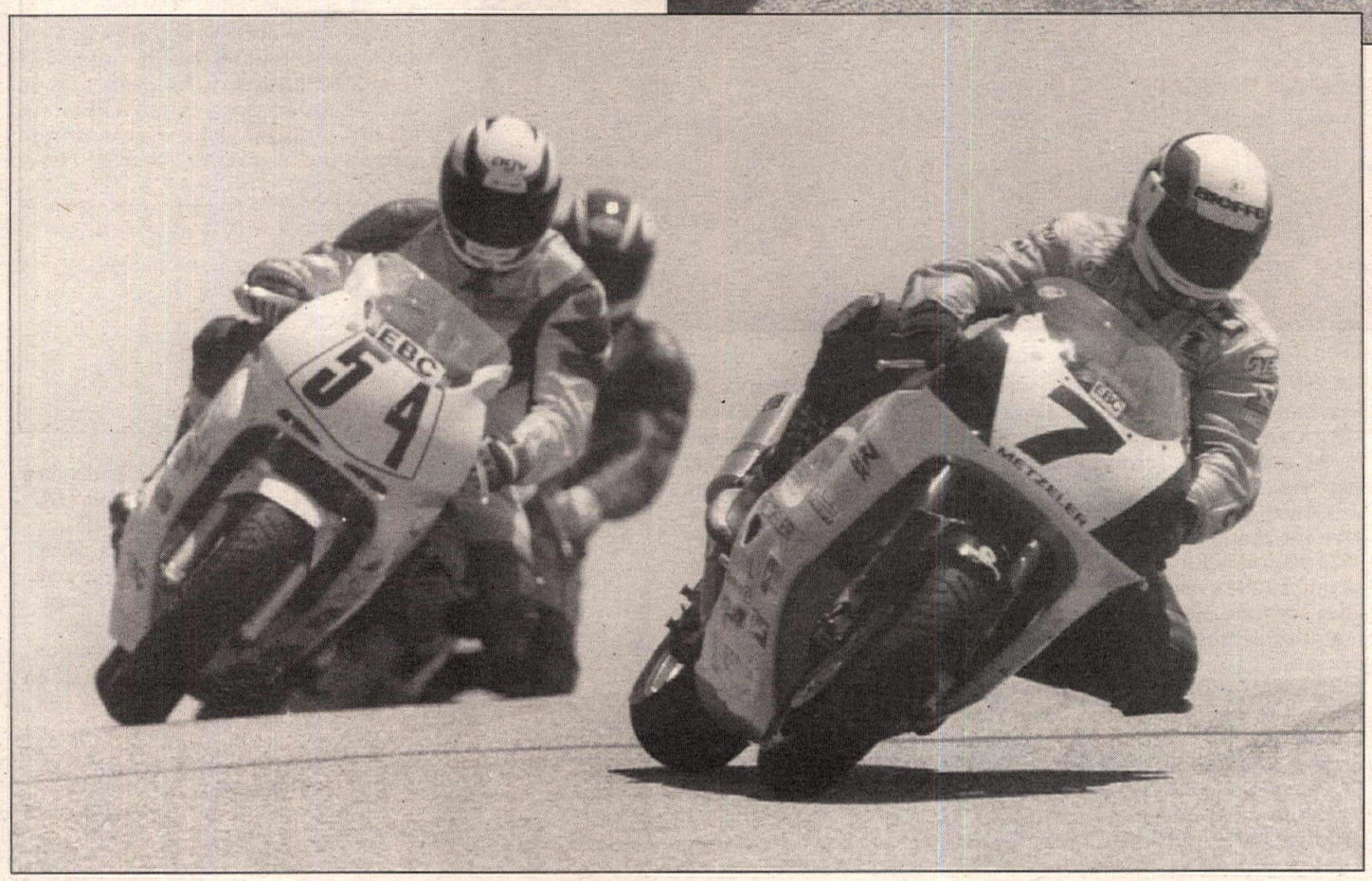
EBC's Shawn Conrad took advantage of the confusion and slipped into third, leaving Landers with a frustrating fourth place.

Road Racing World's Chris Rogers nailed the start of the 125cc Grand Prix class and was headed for victory until the last couple of laps when he low-sided out of the off-camber turn three. He remounted without re-teching and was docked a lap, allowing MCE Racing's Joji Tokumoto, who was moving up one position every lap, to sneak into first. Road Racing World's John Ulrich, who had been running a solid second and who should have taken over the lead with Rogers' misfortune, hit a false neutral coming over the "hump" going into the esses, allowing Tokumoto to take first place. Ulrich was still able to extend his lead in the point standings to 72. Road Racing World's Chris Ulrich fought his way to third, making it a father-son 2-3, and moved to second overall in the point standings.

Tray Batey established an early lead in the F-1 event, turning the fastest times of the weekend with solid 22s. He never looked back. The race was red-flagged after the seventh lap when Team Chicago's Steve Karson road the guard rail on the straight after nearly saving a wild off-track tank-slapper but crashed with his bike on the track. Dave Stanton was a distant second and Valvoline's Grant Lopez stole third from Lanny Allen at the end of the shortened sprint. CN



(Right) Halfway through the second hour, TKO was sidelined with a blown engine. The ensuing pit stop to change the engine took 38 minutes, thus ending the team's chances for a top-three finish. (Below) Joe Prussiano (7) led the early laps of the Michelin 750cc Superstock class. Prussiano would finish second after being passed by David Stanton.



Grattan Raceway Park
Belding, Michigan
Results: June 23, 1996 (Round 5 of 10)

1100 S/STK EX: 1. 1. Tray Batey (Suz); 2. David Stanton (Suz); 3. Joseph Prussiano III (Suz); 4. Grant Lopez (Suz); 5. Joshua Hayes (Suz).

FACTORY 600 PROD NOV: 1. Luke Yarbrough (Hon); 2. Shawn McInery (Hon); 3. Craig Randell (Hon); 4. Greg White (Kaw). 5. Brian Healea (Hon).

600 S/STK EX: 1. Mike Reed (Kaw); 2. Reuben Frankenfield (Kaw); 3. Joey Gilleland (Kaw); 4. Dean Hayes (Kaw); 5. Mark Reed (Kaw).

FACTORY DYNAMOMETER 750 PROD NOV: 1. Luke Yarbrough (Hon); 2. Roger Bell (Suz); 3. Greg White (Kaw); 4. Rick Goldberg (Kaw); 5. Craig Randell (Hon).

MICHELIN 750 S/STK EX: 1. David Stanton (Suz); 2. Joseph Prussiano III (Suz); 3. Grant Lopez (Suz); 4. John Branch 111 (Suz); 5. Timothy Bemisderfer (Suz).

600 S/BK NOV: 1. William Taylor (Hon); 2. Greg White (Kaw); 3. Joe Vitrano (Hon); 4. Graig Randell (Hon); 5. Christopher Allen (Hon).

M/W GP: 1. Jeff Williams (Hon); 2. William Himmelsbach (Yam); 3. Shawn Conrad (Kaw); 4. Stoney Landers (Hon); 5. Phil Schilling (Hon).

125 GP: 1. Joji Tokumoto (Hon); 2. John Ulrich (Hon); 3. Chris Ulrich (Yam); 4. Paul Black (Hon); 5. Rolando Quintero (Hon).

750 S/BK NOV: 1. Roger Bell (Suz); 2. William Taylor (Hon); 3. Joe Vitrano (Hon); 4. Chad Burger (Duc); 5. Christopher Allen (Hon).

F-1: 1. Tray Batey (Suz); 2. David Stanton (Suz); 3. Grant Lopez (Suz); 4. Lanny Allen (Suz); 5. Dean Hayes (Suz).

Upcoming Rounds:
Round 6 - Clermont, IN, July 11-14
Round 7 - Mount Meridian, IN, August 8-10

VINTAGE
AHRMA West Regional Series

Round 4: 11th Annual Steve McQueen Memorial Vintage Motocross

Hart attacks

By Clay Light

EUGENE, OR, JUNE 23

Oregon's Grayson Hart proved to be adaptable to any weather conditions thrust upon him at the fourth round of the AHRMA West Regional Vintage Motocross Series, held at Eugene Motocross Park. Despite pouring rain that made practice and all the first motos miserable, Hart was able to score impressive overall wins in the 125cc, 250cc and Over 30 Expert classes.

The event, which for 11 years has been billed as the Steve McQueen Memorial, drew well over 200 riders from seven western states and Canada. Constant rain throughout Saturday night and most of the next morning made the 2-mile course, which Dick Mann has long called "one of the three best vintage tracks in America," a total mudfest.

Quite a few riders opted not to compete, a situation that favored the Northwestern riders who face these conditions throughout the year in Oregon. However, those who did choose to compete were greeted with near-perfect track conditions once the sun made a rare, brief appearance.

One of the many riders who chose to call it quits after the first moto was multi-time winner Doug Grant. For Grant it was a day he would just as soon forget, marred by the quagmire and mechanical woes.

"Things just aren't going well," Grant said just prior to packing up and heading to his home in Mukilteo, Washington. "I've got a family and a mortgage to think about, and I'm sorry if I've disappointed any of my fans."

In Grant's absence another top Oregon AHRMA competitor, Bill Row, won in the Open Expert class aboard a 1969 CZ 360. Row trailed Grant, who won the first moto, and then chased Maico riders Greg Carter and Rick Price to the finish in the much drier second moto to win the class.

Others, though, were just glad to survive the day. Hart, who rode a pair of 1974 Honda CRs, nearly made a decision to sit the event out, this coming not after arriving and surveying the course, but after getting out of bed on Sunday morning.

"I got up and looked out the window and nearly went back to bed," said Hart, a top-notch local pro motocrosser and former National number holder. Now I'm glad I made the decision to come."

While most out-of-staters couldn't adapt to the muddy conditions, several did log impressive performances, such as Maico-mounted Carter of Sante Fe, California. Carter won the Expert portion of the newly added Evolution class and topped the second Open Expert moto, even after a horrifying bike-totaling crash while leading the first Open moto.

Carter led the first Open Expert moto, which was incidentally stopped when Oregon's Greg Blazek, last year's AHRMA Regional Champion, crashed hard on the opening lap. Shortly after the restart, Carter crashed in the same position and was finished for the moto.

"The throttle stuck wide open and I knew I couldn't save it so I just let it go," said Carter, who watched helplessly as his Maico cartwheeled down the gradual incline and came screaming to a stop some 150 feet later.

This handed the lead to Rick Price, who in turn yielded to Grant. Despite the loss of his clutch, Northwest Maico/CZ-backed Grant rode to a win in the muddiest of all the motos. Row finished second in the DNF-marred race, followed by Canadian Terry Hyde.

(Above) Greg Carter (9Z) leads Rick Price (6) and Doug Grant (10W) in the first Open Expert-class moto. (Right) Grayson Hart mastered the tough, muddy conditions - and his competition - to take overall wins in the 125cc, 250cc and Over 30 Expert classes.

Carter and Price stepping up their performances and nabbing the 1-2 spots during the second moto, which, once the surface hardened, favored the California riders. The duo, who were both unable to finish the first moto, would be out of the overall picture, giving the win to Row, who hails from nearby Springfield, Oregon.

Carter came back - again aboard a Maico - to top the popular Evolution class. Vintage Iron's Rick Doughty added the class to the program to spark some interest for the upcoming Washougal AHRMA Evolution National. Carter and Doughty finished 1-2 in the first-moto mudfest, but David Fisher overcame a dismal moto-one showing to top moto two aboard the Bengt Aberg Replica Yamaha.

It was Carter, though, grabbing the overall win ahead of Doughty's 2-3 consistency and Fisher's 5-1 placings. In the combined Intermediate portion, Charles Standeford scored the win on another Maico with 2-1 rides to beat Yamaha rider Mike Olsen's 1-2 showings.

Hart ran away with both 250cc Expert-class motos and had virtually no competition at all. The Portland, Oregon, resident flew into uncontested leads in both outings. Only teammate Joe Casey could keep Hart in sight in moto one. For Casey, though, the day started off wrong. After hitting another rider and deeply lacerating his hand, he still netted second to Hart. Rickman rider Shawn Brown finished third.

Dallas Nyblod kept Hart honest in moto two, but only for the opening lap. Hart pulled away to cap off his 1-1 sweep of the class ahead of Brown, who overtook a tiring Nyblod on the last lap. Nyblod, Fisher, Matt Waldron and Casey followed across the finish.

By consistent 2-2 placings, Yamaha rider Jon Morgan earned the overall win in the Intermediate portion on a 1974 Yamaha MX250. CZ rider Greg Mattoon won the first moto but found his CZ wasn't as competitive in the dry conditions of moto two as he trailed winner John Ziegler, Morgan and, brother John Mattoon for second overall.

Fisher, one of around 100 Californians to make the trek North, rode a 1974 Ossa 250 Phantom to an overall win in the 40+ Expert class. Fellow Californian Marty Lukaszewski, CZ-mounted, topped the first moto ahead of Fisher, who charged through traffic to nab Charlie Brown. Grant ran as high as third in the moto before calling it quits.

"The mud is awful," said Grant, who rode back to the Northwest Maico/CZ pits and retired for the day. "Vintage racing is fun, but I've ridden far too many races to like this."

Fisher was unstoppable in moto two. Lukaszewski, though, had to charge from nearly last to chase Brown to the finish for a 1-3 showing that would net the Chico, California, racer second overall ahead of Brown (3-2), Row (4-5) and Hyde (6-6).

Lukaszewski, though, didn't go away empty-handed as he took home top honors in the Classic 500cc Expert class aboard a 1968 Greeves 360, even after spending the entire first moto battling Vintage Bultaco's Steve Sprague. BSA rider John Geer, who had opted to sit out the first moto, came back to beat Lukaszewski in moto two, but "Luke"

got the overall win. Sprague, who rode a 1969 Bultaco El Bandito, won the Intermediate portion.

The only competition Hart had all day long was in the first 125cc Expert moto. Hart spent the entire race mixing it up with another modern-day pro, David Germain, who chased Hart down and beat him to the finish for his only moto loss of the day. Hart was long gone in moto two and Germain could only watch from a distance as Hart nabbed the overall win.

In the combined Intermediate portion, LaFaye McCarver used 3-1 placings to beat Can-Am rider Chris Castles and Honda-mounted Jeff Gleason for the win. Steve Kauffman, who had a good day by winning the 125cc Amateur class, also won the 500cc Sportsman Amateur class aboard a CZ.

Utah's Robert Borg prevailed in the Classic 125cc Intermediate class but had tough competition from Sprague in both motos. While Sprague adapted better to moto one's mudfest, Borg's CZ prevailed in moto two for the overall win. Third went to Rickman rider John Guiliford, while Scott Fisher and Erik Giertsen filled the top five.

The final race of the day was the 30+ Expert class. Insane airtime was evident throughout both motos of this class, logged mostly by Hart and the originator of the act, Nyblod, both of whom soared to new heights off of the suspension-shattering, high-speed back-stretch jump. While Hart won the moto, Casey collected second ahead of Price, Carter and Nyblod.

Nyblod's best finish came in moto two as he chased Hart to the finish to grab second overall. "I'm happy with second," said Nyblod, who for several years enjoyed the same success that Hart is maintaining. "I had a couple of good motos. Any time you can finish second to Grayson, that's a good day."

Carter trailed Nyblod for third followed by Price, who moved up a notch on the last lap when Casey broke a footpeg and called it quits.

"I'm bummed," said Casey. "I've ridden hard all year for this one race and first it was the hand and now this."

Hart's sweep of the class capped off his three-class win tally in which he went five for six in motos entered.

In the combined 250cc Intermediate class, Keith Webster used consistent 2-1 showings to take the overall ahead of Bob McDaniels. Ossa rider Rick Ball won the second moto, but a first-moto, crash-induced DNF put him out of the picture.

Janet Borg also brought home a first-place finish to Logan, Utah, after a win in the Women's class. Ellen Voermans was closest to Borg, netting second. Cathy Robarge,

Debbie Weller and Linda Ziegler filled the top five. CN

Eugene Motocross Park
Eugene, Oregon
Results: June 23, 1996 (Round 4 of 7)

OPEN EX: 1. Bill Row (CZ); 2. Greg Carter (Mai); 3. Rick Price (Mai); 4. Doug Grant (Mai); 5. Terry Hyde (Yam).

250 EX: 1. Grayson Hart (Hon); 2. Shawn Brown (Ric); 3. Dallas Nyblod (Yam); 4. Joe Casey (Hon); 5. David Fisher (Oss).

CZ-mounted Robert Borg won the Classic 125cc Intermediate class.

30+ EX: 1. Grayson Hart (Hon); 2. Dallas Nyblod (Yam); 3. Greg Carter (Mai); 4. Rick Price (Mai); 5. Joe Casey (Hon).

125 EX: 1. Grayson Hart (Hon); 2. David Germain (Hon): 3. Joe Casey (Hon).

40+ EX: 1. David Fisher (Oss); 2. Marty Lukaszewsk (CZ); 3. Charlie Brown (Ric); 4. Bill Row (CZ); 5. Terry Hyde (Ric).

250 INT: 1. Keith Webster (Hon); 2. Bob McDaniel (Hon); 3. Jon Morgan (Yam); 4. Chris Castles (CZ); 5. Frank Rogers (Yam).

WMN: 1. Janet Borg (CZ); 2. Ellen Voermans (Hon); 3. Gathy Robarge (Yam); 4. Debbie Weller (Fuc); 5. Linda Ziegler (Yam).

40+ NOV: 1. J.W. Carver (Hon); 2. Mike Folena (Ric).

CLSC 125 INT: 1. Robert Borg (CZ); 2. Steve Sprague (Bul); 3. John Guiliford (Ric); 4. Scott Fisher (Hon); 5. Erik Giertsen (Bul).

CLSC 125 NOV: 1. Mike Folena (Ric): 2. Steven Roos (Hon).

CLSC 125 EX: 1. George Gelling (Pen).

125 SPTSMN AM: 1. Steve Kauffman (Hon); 2. Zach Blazek (Yam).

PREM LTWT INT: 1. Neil Giertsen (Duc).

CLSC 500 NOV: 1. Dennis Moore (BSA).

CLSC 500 INT: 1. Steve Sprague (Bul); 2. Fred Mork (ESO).

CLSC 500 EX: 1. Marty Lukaszewski (Gre); 2. John Geer (BSA).

40+ INT: 1. Jerry Ebert (CZ); 2. Doug Powell (CZ); 3. Steve Sprague (Bul); 4. Roger Warner (CZ); 5. Chris Castles (CZ).

30+ INT: 1. Jon Morgan (Yam); 2. Greg Mattoon (CZ); 3. John Mattoon (CZ); 4. Bob McDaniel (Hon); 5. Reese Dengler (CZ).

30+ NOV: 1. Guy Haugo (CZ); 2. David Smirl (Hus); 3. J.W. Carver (Hon).

EVO EX: 1. Greg Carter (Mai); 2. Rick Doughty (Mai); 3. David Fisher (Abg); 4. Monty Price (Yam); 5. Kirk Williams (Hon).

EVO INT: 1. Charies Standeford (Mai); 2. Mike Olsen (Yam); 3. Matt Schweitzer (Hon): 4. Bill Brown (Rio); 5. Mile Adler (Yam).

50+ NOV: 1. Steve Lacey (Ric); 2. John Laughlin; 3. George Eadie (CZ); 4. Bill Schweitzer (Bul); 5. Lane Allen (Bul).

50+ INT: 1. Charles Standeford; 2. Rob Iverson (Yam); 3. Rich McCormick (Hon); 4. George Calyssials (CZ); 5. Robert Williams (CZ).

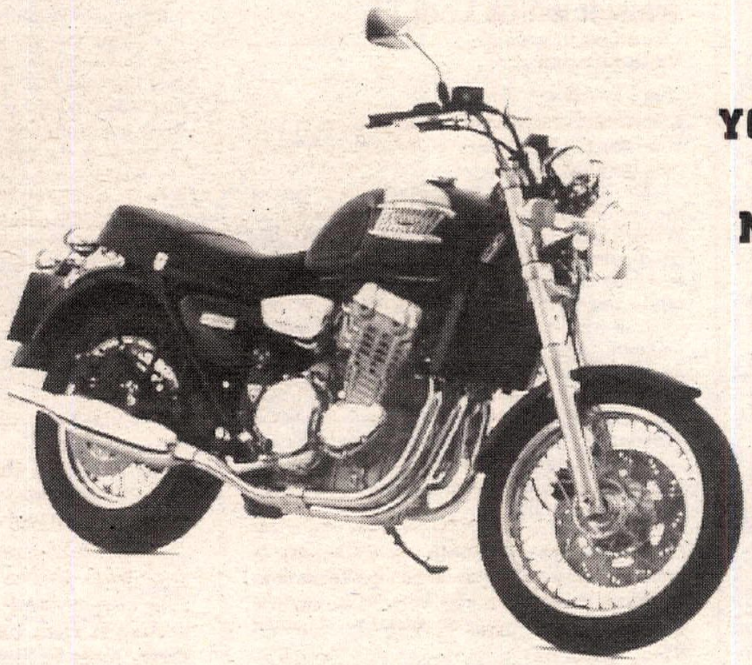
50+ EX: 1. Danny Smart (Hus); 2. John Geer (BSA).

PRE 500 NOV: 1. Dennis Moore (BSA).

PRE 500 INT: 1. Mark Julian (Mat); 2. Rob Iverson (Yam); 3. Ross Poitras (Mat).

CLSC 250 INT: 1. John Gulliford (Oss); 2. Erik Giertsen (Bul).

Upcoming Rounds:
Round 5 - Fernley, Nevada, September 22
Round 6 - Carlsbad, California, October 13



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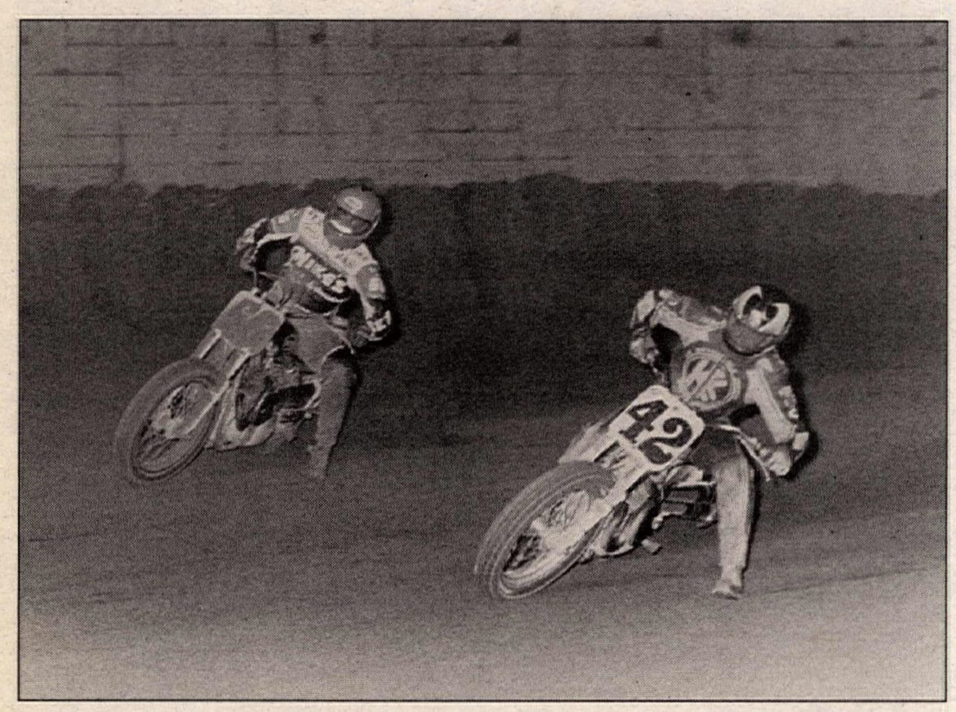

George Roeder (66) and Steve Morehead duel in the 26th annual Old Time Newsies in Dayton, Ohio.

Old Time Newsies

Roeder rides to riches

By Dave Hoenig

DAYTON, OH, JUNE 14

George Roeder bounced back from a near-disastrous get-off to duel with Steve Morehead and claim the 750cc-class victory in the 26th annual Old Time Newsies race for charity. The win was the fourth for the "Monroeville Racer" at the event, which benefits the Big Brothers and Big Sisters of the greater Dayton, Ohio, area. Gary Scott and Steve Morehead are the only racers with more victories at the regional event, with six apiece.

As usual, the weather played a part in the highest-paying non-national event of the year ($13,000 in contingency alone). In an event that was already a rain date, there was threat of further postponement with a storm just prior to practice. The Montgomery Fairgrounds drained quickly and the event proceeded. With a wet race track, a good start was of the utmost importance.

Joe Eades gated perfectly and led the 250cc Pro-Am main after one tour of the fairgrounds. Greenville Regional winner Pat Towler and Marco Morello fought briefly over the place position. Morello prevailed and closed on Eades. With half of the race complete, Morello was alongside of Eades. Some contact and the slick surface almost got the best of Morello. Morello briefly fell prey to Towler but repassed him and raced side by side with Eades for the run to the checkers. Eades held off Morello for the victory.

Morello wanted to make amends for his loss in the 250cc main and led the 600cc Pro-Am field into turn one. Morello quickly moved out to a comfortable lead while an upset Eades picked himself up from a get-off in turn three. Rob Williams and Scott Shinn argued over the second-place position with Shinn getting the nod. Morello seemed to have an insurmountable lead with three laps to go. Shinn put his head down and came within reach of Morello. With a great run off of turns three and four Shinn won in a photo finish.

Ryan Brown took control of the 600cc Expert main with Brett Beyer in his wake. Brown worked the middle of the raceway while Beyer, as usual, worked the top. Brent Armbruster, Georgie Price and Glen Schnabel filled in the top five. Beyer worked the top of turns three and four to perfection for the lead. Brown did not give up and kept the pressure on Beyer for the last three laps. Armbruster put in one of the best rides of 1996 to keep Price, Schnabel, Brian Kromroy and Tommy Hayden behind him.

The 750cc main was red-flagged at the first turn when the rough conditions pitched Roeder off and sent his bike back into traffic. Morehead was the recipient of the ghost mount. A complete restart was ordered, including Roeder back on the pole, much to the chagrin of some of his fellow competitors. Morehead and Roeder split from the field for a private war. Steve Beattie and Will Davis worked on each other for the third-place money. With five laps completed Morehead seemed to be headed for win number seven. Roeder closed on Morehead as they both fought for traction. Morehead would have to add another second-place finish to his amazing total of 20 runner-up finishes at the Old Time Newsies.

One final event remained for the fas-five fastest qualifiers - the $5,000 Edgar Fuhr Memorial Dash for Cash. Roeder, Rich King, Morehead, Chris Evans and Will Davis would sprint for five more laps. It was over quickly, Canadian Evans taking the dash honors. CN

Results

750 EX: 1. George Roeder (H-D); 2. Steve Morehead (H-D); 3. Steve Beattie (H-D); 4. WIll Davis (H-D); 5. Kevin Varnes (Hon).

600 EX: 1. Brett Beyer (Rtx); 2. Ryan Brown (Rtx); 3. Brent Armbruster (Atk); 4. Georgie Price (KTM); 5. Glen Schnabel (Rtx).

600 PRO-AM: 1. Scott Shinn (KTM); 2. Marco Morello (Rtx); 3. Josh Knott (Rtx); 4. Rob Williams (Rtx); 5. Steve Johnson (Rtx).

250 PRO-AM: 1. Joe Eades (Hon); 2. Marco Morello (Hon); 3. Pat Towler (Hon); 4. Tim Eades (Hon); 5. Jeremy Thompson (Hon).

883: 1. Glen Schnabel; 2. Paul Morgan; 3. Scott Stump; 4. Chance Darling; 5. Paul Bergstrom.

DFC: 1. Chris Evans (H-D); 2. Steve Morehead (H-D); 3. George Roeder (H-D); 4. RIck King (Hon); 5. Will Davis (H-D).

Castro takes two at Speedway USA

By Mike Maher

VICTORVILLE, CA, JUNE 1

They call "Fast Eddie" Castro the "Ojai Flash." He showed the fans why at Speedway USA as he put on one of the best performances of his career by capturing both the Handicap and Scratch motorcycle main events.

Michael Hull took the lead early in the Handicap main event, but Castro and John Aden came off the 80-yard line and were soon challenging for the lead. Castro made a bonzai move to the outside and swept past Hull to post the victory over Hull, Aden, Josh May and Brad Sauer.

As exciting as the Handicap main was, the Scratch main was even better. Castro and Aden rode handlebar-to-handlebar for the first two laps until Castro slid wide on the outside groove letting Aden by for the lead. Castro regained control and set out after Aden, pulling even with him in the final turn of the last lap and just nipping Aden at the finish line. Hull finished third with Sauer taking fourth.

On the Sidecar side of the program it looked like the team of New Zealanders Duane Carmont and Richard Tarling would duplicate Castro's double main wins as they sped away with the Handicap main event followed by the teams of Joe Petrglovic and John Abright, Ian Stewart and Chris Chapman, Peter Lewis and Jamie Macy, Roger Loeffers and Arnold Fimbres, and Bob Brayton and Parke Weaver. In the Scratch main event Carmont and Tarling got into a heated fight with Dick Gardner and Doug Lynch, which resulted in a collision that sent Lewis and Macy into the infield and brought out a red flag. On the restart Carmont and Tarling took the lead and were running away with the race when they spun out in the final turn of the last lap. Gardner and Lynch took the win over Lewis and Macy and Petrgalovic and Abright.

In the Support-class main event, Aaron Nichols passed early leader Cory Rudolph and held off Rudolph's retaliation attempts to take the win over Rudolph, Terry McCurdy, Billy Lyons and Paul Hitchcock. In the Junior division Galina Miller took first with John Childress second, Tommy Clark third and Jesse Little fourth.

Results

SDCR SCR: 1. Dirk Gardner/Doug Lynch; 2. Peter Lewis/Jamie Macy; 3. Joe Pergalovic/John Abright; 4. Duane Carmont/Richard Tarling.

SDCR HDCP; 1. Duane Carmont/Richard Tarling; 2. Joe Petrgalovic/John Abright; 3. Ian Stewart/Chris Chapman; 4. Peter Lewis/Jamie Macy; 5. Roger Loeffers/Arnold Fimbres; 6. Bob Brayton/Parke Weaver.

M/C SCR: 1. Eddie Castro; 2. John Aden; 3. Michael Hull; 4. Brad Sauer.

M/C HDCP: 1. Eddie Castro; 2. Michael Hull; 3. John Aden; 4. Josh May; 5. Brad Sauer.

M/C SUP: 1. Aaron Nichols; 2. Corey Rudolph; 3. Terry McCurdy; 4. Billy Lyons; 5. Paul Hitchcock.

M/C JR: 1. Galina Miller; 2. John Childress; 3. Tommy Clark; 4. Jesse Little.

Weisler whips Lodi TT

By Donna Hall

LODI, CA, JUNE 8

Eric Weisler and Steven Hall waged war in Vintage racing at Lodi with Weisler ultimately grabbing the glory.

The heat race was the most dramatic part of the evening. The spectators were on their feet as Weisler and Hall went wheel-to-wheel. Weisler tried every way to pass the charging Hall on every lap and nothing worked. Hall would drive off the tree turn into the jump alongside Weisler, looking for all the world as if Weisler would make the pass. No dice. Hall and Weisler never let off and made this race the race of the season. After all was said and done, Hall announced that this was the first time that he had beaten Weisler, and these guys have been racing against each other for 20 years. Weisler took the main and Hall was second, but Hall says, "I know I can beat him now".

The 80cc class was again handled by Tony Meiring taking the holeshot and going on to hold off Mickey Lane for all 10 laps These boys continue to improve and look as if they are going to make great professional racers some day very soon.

The B riders in the 60cc class now have Nicolas Moore to contend with. Moore had been absent for a short time and is now back riding at Lodi every Saturday. He's very good and very fast, beating out the rest of the pack by a good 20 seconds.

Mark Biscardi has moved up to the B division, and on his first outing he nailed the win in the Combined Open Class. He was really pumped as he had been sure that the trophies would be slow in coming when he went up a class.

In short track action, Rob Damron's entire night was one big holeshot. Damron was on the gas and beat the competition by 10 bike lengths in the Pro-Am Expert and the Open A finals. Michelle DiSalvo took a very respectable second in the Pro-Am final with Woody Rogers third. In the Open A final, Bob Casey followed Damron, with Kevin Bricker third.

Results

Short Track

PRO-AM EX: 1. Rob Damron (W-R);2. Michelle Di Salvo (Rtx); 3. Woody Rogers (Rtx).

PRO-AM NOV: 1. Bob Casey (Rtx);2. Jeff Gabhart (W-R);3. Ronnie Relmer (Hon); 4. A. J. Herrera (H-D); 5. Geramy Rackley (W-R).

250 C: 1. Scott Casey (Yam); 2.Riley Cox (Yam); 3. James Mahar (Maico); 4. Ted Jaime (Hon).

OPEN A: 1. Rob Damron (W-R); 2. Bob Casey (Rtx); 3. Kevin Bricker (Rtx); 4. Jeff Gabhart (W-R); 5. Ronnie Reimer (Hon).

OPEN B: 1. Shawn Raggio (Rtx).

OPEN C: 1. Mark Amaro (Yam); 2. Jon Fountain (Yam); 3. Shigehi Oka (Hon); 4. James Mahar (Yam); 5. Scott Jacques (Yam).

SCHBY: 1. Tony Meiring (Hon).

VET A: 1. Bob Grant (Rtx).

VET C: 1. James Mahar (Yam).

VINT B: 1. Steve Hall (Yam); 2. Ralph Lee (Tri).

KNBY C: 1. Mike Webster (Yam); 2. Tony Fakoury (Yam).

100 A: 1. Kenny Noyes (Hon); 2. Aaron Cisco (Hon).

80 A: 1. Frankie Lane (Suz); 2. Tony Meiring (Hon).

80 B: 1. Danny Casey (Yam); 2. Jared McWhirter (Hon).

60 A: 1. Nicolas Moore (Kaw); 2. Frankie Lane (Kaw); 3. Corey Eaton (Kaw).

P/W STK KTM: 1. Christopher Borjas; 2. Tony Fakoury.

P/W STK B: 1. Danny Randazzo (Yam).

P/W STK C: 1. Brad Westlund (Yam); 2. Thomas Shull (Suz).

P/W MOD A: 1. Ryan Kuntz (KTM); 2. Mike Rinaldi (KTM).

TT

OPEN B: 1. Mark Biscardi (Yam); 2. Bob Marinalli (Yam).

120 A: 1. Kenny Noyes (Hon); 2. Aaron Cisco (Hon).

150 A: 1. Dorray Ingoglia (Hon); 2. David DeCarnp (Hon).

250 B: 1. Toby Jorgensen (Hon).

KNBY C: 1. Tom Fakoury (Kaw).

VINT A: 1. Eric Weisler (Yam).

VINT B: 1. Steve Hall (Yam).

80 A: 1. Tony Mering (Hon); 2. Micky Lane (Suz).

80 B: 1. Jared McWhirter (Hon).

60 B: 1. Nicolas Moore (Kaw).

60 C: 1. Derrick Ponton (Kaw).

P/W STK KTM A: 1. Ryan Kuntz; 2. Michael Rinaldi.

P/W STK KTM C: 1. Christopher Borejas (KTM); 2. Emilio Sanchez (KTM).

P/W STK B: 1. Danny Randazzo (Yam).

P/W STK C: 1. Brad Westland (Yam); 2. Thomas Shull (Suz).

P/W MOD A: 1. Ryan Kuntz (KTM); 2. Michael Rinaldi (KTM).

Helms handles Chandler Mountain Motocross

By Dennis Stewart

STEELE, AL, JUNE 9

Shane Helms rose to the occasion to take the overall in 125cc Beginner action at Chandler Mountain Motocross, while Troy Boykin finished with top honors in the Unlimited Money class.

As the first moto of the 125cc Beginner class got under way, Chris Lindsey grabbed the holeshot followed by Dennis Stewart. Shane Helms ran a close third. Stewart soon passed Lindsey for the lead until the third lap, when he was forced to drop back to third behind Lindsey and Helms due to loss of rear brakes by virtue of a lost brake-pedal bolt. The three held those positions at the finish.

Stewart was off the line first in the second moto, with Helms and Lindsey right behind him. Stewart held off the aggressive Helms, who was trying to make the pass in almost every corner. In the fourth lap Stewart took a wide, outside line and Helms and Lindsey stayed to the inside to make the pass on Stewart and maintain their positions through the rest of the moto. Helms took the overall with 2-1 finishes, Lindsey was second overall with 1-2 finishes and Stewart third with 3-3 rides.

At the first corner of the first 10-lap moto of the Unlimited Money Class, Todd Miller was ahead of Boykin and iron man David Brown, who had already ridden motos in two other classes. Miller kept his bike up front as long as he could until the third lap, when Boykin made the pass and went on to finish first with Miller in second and Brown third.

The second moto was a carbon copy of the first, with Miller taking the holeshot, Boykin in second, and Brown running third in his sixth moto of the day. Miller held Boykin off for the first of three laps before Boykin stormed by. Miller soon went down in a sandy corner but was able to hold on to second with an exhausted Brown coming in third.

Results

P/W: 1. Michael Langley (Yam); 2. Cody Copeland (Suz).

80 BEG: 1. Ricky Nolan (Yam); 2. Michael Layfield (Kaw); 3. Thomas Rollo (Kaw); 4. Jonathon Price (Kaw).

SCHBY: 1. Paul Estes (Suz); 2. John Bedsole (Kaw).

125 BEG: 1. Shane Helnis (Hon); 2. Chris Lindsey (Hon); 3. Dennis Stewart (Hon); 4. Matt Price (Suz); 5. Jeff Webb (Kaw).

125 C: 1. Aaron Ricketts (Hon); 2. Louie Reynolds (Hon).

125 B: 1. Troy Boykin (Hon); 2. Keith Higginbotham (Suz); 3. David Brown (Hon); 4. Paul Estes (Bon).

250 BEG D: 1. Brandon Hill (Hon); 2. Joel Holt (Kaw); 3. Matthew Holt (Hon); 4. Steven League (Suz); 5. Tiirl Holt (Hon).

30+: 1. Michael Minis (Yam); 2. David Brown (Hon).

35+: 1. Carl Spiller (Kaw); 2. Shorty Goode (Suz); 3. Doug Lawson (Hon).

U/L: 1. Troy Boykin (Hon); 2. Todd Miller 3. David Brown (Hon)

Wiggins wails at CRC MX

By Greg Robertson

PALMDALE, CA, JUNE 1

The opening round of California Racing Clubs' Saturday night motocross season at Los Angeles

Frank Sides winds his way through the woods during the BROS Vintage Only All-Woods Scramblethon in Texas.

County Raceway saw YZ80 rider Donny Wiggins top the 80cc Beginner class with a perfect 1-1 score.

Wiggins made his intentions clear by nailing the first-moto holeshot. Jared Tebo had different ideas and made his way to the front with only a couple of laps completed. Wiggins didn't let Tebo get away and after another circuit of the fast track was back in command. Tebo stayed within striking range, but couldn't find the speed necessary to pass Wiggins and would have to settle for second. A tight race for third went all the way to the wire with Justin Jordan edging out Troy Tittlemier and R.J. Garcia.

Wiggins didn't put a wheel wrong during the entire second moto as he went wire-to-wire for the overall win. Donny Elmer was a no-show in the first moto but made up for it in round two with a hard-fought second-place finish over Jordan and Tebo. Jordan's consistent 3-3 finishes gave him the second-place trophy over the 2-4 rides of Tebo.

Chris Tocco absolutely destroyed all comers in the 80cc (12-13) class, even with a blown fork seal spewing oil on the exhaust pipe, creating a faint blue smoke trail for others to follow. Todd Gosselaar easily held off Kevin Jennings and Christopher Barrett for a couple of second-place finishes.

One of the best races of the night was the first 80cc (14-16) moto between Christopher Gosselaar and Michael Young. The two Honda riders traded the lead with each lap. A lapper prevented Gosselaar from doing a big double jump on the last lap, allowing Young to get away for the win. Young was a no-show for moto two. Gosselaar easily won the second round over J.J. Bonanno.

Results

P/W (0-6): 1. Drew Gosselaar (Yam); 2. William Ballestero (Yam); 3. David Medina (Yam); 4. Shawn Butler (Yam); 5. Lee Saul Jr. (Yam).

S/STK (0-6): 1. Wes Parrish (LEM); 2. Trent Pugemire (LEM); 3. Tyler Micomb (KTM); 4. Seth Jeffers (LEM).

S/STK (7-9): 1. J.J. Noone (KTM); 2. Brad Hatchitt (KTM); 3. Timmy Ritzler (KTM).

MOD: 1. Bryan Hatchitt (KTM).

60 BEG: 1. Michael Sumrall (Kaw).

60 (0-8): 1. J.J. Noone (Kaw); 2. Chris Jancich (Kaw).

60 (9-11): 1. Tyler Browder (Kaw).

80 BEG: 1. Donny Wiggins (Yam); 2. Justin Jordan (Kaw); 3. Jared Tebo (Kaw); 4. Troy Tittlemier (Hon); 5. Jimmy Eberle (Yam).

80 (7-11): 1. Gerard Patin (Yam); 2. John Simanovich (Suz).

80 (12-13): 1. Chris Tocco (Suz); 2. Todd Gosselaar (Hon); 3. Kevin Jennings (Kaw); 4. Christopher Barrett (Hon); 5. Broc Wallace (Kaw).

80 (14-16): 1. Christopher Gosselaar (Hon); 2. J.J. Bonanno (Yam); 3. Mike Young (Hon).

125 BEG: 1. Chad Davis (Suz); 2. Robby Hammond (Yam); 3. Andrew Turner (Suz); 4. Lee Saul (Suz); 5. Paul Smith (Kaw).

125 NOV: 1. Kevin Tarwater (Suz); 2. Dean Ostrander (Suz); 3. Charles Cook (Suz); 4. Garit Wallace (Kaw); 5. George La Monte (Suz).

125 INT: 1. Clint Shepard (Suz); 2. Ito Posca (Kaw); 3. Chris Neitzel (Kaw).

125 PRO: 1. Casey Lytle (Hon); 2. Marcelo Sanchez (Suz); 3. Nick Mairose (Suz).

250 BEG: 1. Kurt Wolff (Kaw); 2. Tim Denniston (Kaw); 3. Robert Sutton; 4. Mike Casanova (Yam); 5. Mark Huseveau.

250 NOV: 1. Mike Tomlinson (Hon); 2. Clint Van Eps (Hon); 3. Brent Greer (Suz).

250 INT: 1. Justin Osborne (Kaw); 2. Matt Bryan (Kaw).

250 PRO: 1. Casey Lytle (Hon); 2. Bill Sauro (Hon); 3. David Evilsizer (Suz); 4. Tommy Shibayama (Suz); 5. Nick Mairose (Suz).

JR VET BEG: 1. Brian Thomas (Hon); 2. Thomas Etchart (Hon): 3. Pasha Afshar (Yam); 4. Russ Wolff (Kaw); 5. Larry Page (Yam).

JR VET NOV: 1. Greg Pierce (Yam); 2. Mike Licitra (Suz); 3. Jeff Finch (Hon); 4. Tim Konkol (Yam); 5. Chris Tuck (Yam).

VET BEG: 1. Mark Nolen (Hon); 2. Matt Arant (Kaw); 3. Dave Johnson (Hon); 4. Ralph Kassab (Kaw).

VET NOV: 1. Jerry Asher (Hon); 2. Mike Licitra (Suz); 3. Brent Allen (Hon); 4. Brian Hill (Yam); 5. Jack Miller (Yam).

VET INT: 1. Bruce Tebo (Hon); 2. Steve Williams (Hon); 3. Ed Tripp (Hon); 4. Daniel Scharf (Kaw).

VET EX-PRO: 1. Jon Zahrt (Yam); 2. Eric Casas (Yam); 3. Rodney Morrison (Hon); 4. Kenji Gauthier (Hon); 5. Leo Saul (Yam).

SR BEG: 1. Rick Berg (Yam).

SR NOV: 1. Jim Lavorci (Kaw).

SR EX: 1. Bob Dunham (Yam).

OT NOV: 1. Frank Derby (Hon); 2. Gabe Gutierrez (Hon); 3. John Fridlund (Hon); 4. Larry Kirsch (Hon); 5. Ralph Webster (Hon).

OT AM: 1. Hank Owen (Hon); 2. Dennis Tooman (Yam); 3. Richard Bealer (Yam); 4. Scott Freeman (Hon); 5. Steve Jennings (ATK).

OT EX: 1. Scott McDonall (Hon); 2. Bob Lucas (Kaw); 3. Keith Phillips (Kaw); 4. Bob Millner (Hon); 5. David Wallace (Kaw).

OT MSTR B: 1. Dennis McAdam (Kaw); 2. Mike Chesbro (Hon); 3. Steve Clark (Suz); 4. Peter Terracciano (Kaw): 5. Mic Rodgers (Hon).

OT MSTR A: 1. Jerome Gibson (Hon).

Hengeveld hammers Lost Coyotes Hare Scrambles

By M. Elaine Meadows

EL MIRAGE DRY LAKE, CA, MAY 26

Steve Hengeveld celebrated Memorial Day weekend in fine style by taking his first-ever overall victory in desert racing at the Lost Coyotes Duane Hawker Memorial Hare Scrambles.

The Experts were the first off and Eric Hallgath and Jon Spaeth led the way, each rider heading to pick up the trail first after starting from opposite sides of the line. They touched briefly with Hallgath holding the line and taking the lead, both racers unscathed and on the gas as they disappeared down the course. Running third was "Rocket Rex" Staten, followed by Abe Baumann. About 30 seconds back came a hard-charging Hengeveld.

As the first loop came to an end, Hengeveld pitted and headed out for the second and final go-round of the 30-mile course. To his surprise the going was dust-free, as Hallgath had decided to call it a day and not push his luck without a rear brake. Hengeveld enjoyed a trouble-free ride with the exception of some dust from lappers to bring his 250 home for his first overall win in the desert. Holding onto the second spot was Spaeth, who came in a couple of minutes behind the leader. Third overall and first Senior was resident fast guy Staten.

Results

O/A: 1. Steve Hengeveld (Yam); 2. Jon Spaeth (Kaw); 3. R.R. Staten (Kaw); 4. Abe Baumann (Kaw); 5. Jon Parks (Hon).

500 EX: 1. Jason HigLyins (Kaw).

250 EX: 1. Steve Hengeveld (Kaw)

VET 500 EX. 1. Abe Baumann (Kaw)

VET 250 EX: 1. Jon Parks (Hon).

SR 500 EX: 1. Rex Staten (Kaw).

SR 250 EX: 1. Scott Anderson (Yam).

MGNM EX: 1. Steve Thompson (Hon).

125 EX: 1: Dana Van Stee (Kaw).

4-STRK EX: 1. Steve Ogren.

S/SR EX: 1. Guss Paull (Yam).

MINI EX: 1. Doug Chiapuzio (Kaw).

WMN EX: 1. Michelle Cassella (Kaw).

500 AM: 1. Joe Pettigrew (Kaw).

4-STRK AM: 1. Scott Raguon (Hon).

VET 250 AM: 1. Dave Camp (Yam).

VET OPEN AM: 1. Dave Forbes (Hus).

125 AM: 1. Brian Waldbaum (Yam).

WMN AM: 1. Mary Sullivan (Kaw).

MGNM: 1. Rich Mathis (Kaw).

250 AM: 1. Rick Ploniot (Yam).

SR 500 AM: 1. Clint Harris (Hon).

SR 250 AM: 1. Lee Denihels (Kaw).

250 NOV: 1. Luke Dobson (Kaw).

500 NOV: 1. Todd Iles (Kaw).

VET 500 NOV: 1. Roy Davies (Hon).

VET 250 NOV: 1. Tim Eckart (Kaw).

4-STRK NOV:1. Shaun O'Keefe (Hon).

125 NOV: 1. London Stiffler (Suz).

SR 500 NOV: 1. Blane Bockhacker (Kaw).

SR 250 NOV: 1. John McEllhenny (Hon).

WMN NOV: 1. Tamayo Watnabe (Kaw).

MINI NOV: 1. Skip Haugstad (Suz).

MGNM NOV: 1. Ian Drake (Hon).

Bicknell not Gross at Too Much Fun Motocross

By Rich Truchinski

ROSARITO, MEXICO, MAY 19

Jason Bicknell stole the show in round two of the Too Much Fun beach motocross series, edging out the 250cc Novice competition for the win.

Moto one got under way with Bicknell pulling the holeshot and 250cc Vet Larry Gross in tow. The two riders pulled out an early lead and were never separated by more than three seconds. Back in third was Gerardo Rojas with Brian Thomas holding down fourth. Rojas and Thomas battled hard until Thomas went down in one of those ever-changing sand corners. When the checkered flag dropped Gross had passed Bicknell for the overall moto win. Bicknell finished second overall, first 250cc Novice. Rojas was able to pull out a huge lead over Thomas, finishing second and third in 250cc Novice respectively. As the flag dropped for the start of moto two, Brian Thomas looked to have things under control but swung a little too wide rounding the sandy off-camber turn one, dropping him back to fourth. Bicknell pulled out an early lead with Thomas and Rojas in tow. Gross was asleep at the wheel at the start, but mounted a charge that would put him up front by moto's end. As the pack completed the first lap Thomas had worked his way to second with Rojas close behind. As Bicknell pulled out a commanding lead over the pack things were heating up between Rojas and Thomas. Rojas closed on Thomas near the end of the moto, making Thomas too nervous to hold the position. Thomas finally succumbed to the pressure from Rojas and went down half a lap from the end. Meanwhile Gross, just racing against the clock, had slipped by both Thomas and Rojas in the interim. Up front the war was over when Bicknell disappeared down by the beach, letting Gross by for the overall win. Bicknell remounted with a commanding lead on Rojas with Thomas landing a third overall for the day.

Results

125 NOV: 1. Ivan Navarrete (Kaw); 2. Hector Rios (Kaw); 3. Alfredo Contreras (Suz).

125 EX: 1. Juan Magana (Hon).

125 PRO: 1. David Demanguos (Hon).

250 NOV: 1. Jason Bicknell (Kaw); 2. Gerardo Rojas (Kaw); 3. Brian Thomas (Hon).

250 VET: 1. Larry Gross (Yam).

250 PRO: 1. Rich Truchinski (Hon); 2. Jeff Surwall (Hon).

500 NOV: 1. Steve Colucci (Kaw); 2. Hector Rios (Kaw); 3. Alfredo Contreras (Suz).

Heidmans happy at BROS Scramblethon

By Scott Ohlemeier
Photo by Vicki Ohlemeier

PINE MILLS, TX, JUNE 9

The BestRate Organizers, Southwest (BROS) Vintage Only All-Woods Scramblethon at Quitman Speedway turned into a father and son event for Rick and Eric Heidman.

Woods-wise Texas Vintage Trials champion Rick Heidman was the Overall Vintage-class winner, also taking top honors in the Historic (1967-75) B class. Thirteen-year-old Eric Heidman won the Decade (198287) class aboard a KTM 80 that was perfectly suited for the extra-tight forest paths.

Joey Powell gathered up a first-place award in the Dinosaur class. "It's a very fun and technical alternative to motocross," Powell said. His father Jay Powell was runner-up in the Historic C class, which was topped by Don Kraft.

Jack Thompson and wife Laura, came in from Fort Worth with Suzuki dual sport 350s and placed first in the Pit Bike and Women's classes, respectively. Jack Thompson recorded the fastest laps of the day in eight minutes, 30-seconds on the 3.75-mile loop.

A contingency of East Texas riders trucked in their vintage bikes and went home with honors. John Pearson of Tyler navigated his street-legal 1977 Yamaba DT500 to the top prize in the popular Pre-Modern C class. Frank Sides and Michael Reeves drove together from Winona and took second and third respectively, in Pre-Modern C. Sides, riding a '79 Yamaha 175, finally succumbed to Pearson's nine-minute lap times and finished two minutes back, Gary Thurman from Coke muscled his CR500 through the tight stuff to get second in Decade. Jeff Bailey from nearby Quitman was the winner in the Historic A class.

Due to mechanical problems in practice with his number-one bike. Dave Allard was forced to enter on a 1980 Honda XL80. The tight paths suited Allard's shorter-wheelbased bike well, but 80cc could only pull Allard to a second in the Pre-Modern B class, behind Bultaco pilot John Bradford from Plano.

Don Kraft traveled from Haltom City to try off-road racing again and went home with gravy. Despite the tall motocross gearing of his fancy 1975 Bultaco Pursang 250, Kraft negotiated the trails consistently enough to win the Historic C class.

Results

O/A VINT: 1. Rick Heidman (Pen); 2. John Peamon (Yam); 3, Frank Sides (Yam), 4. Scott Ohlemeier (Yam); 5. Don Kraft (Bul).

DEC: 1. Eric Heidman (KTM); 2. Gary Thurman (Hon).

PRE-MDN A: 1. Scott Ohlemeier (Yam).

PRE-MDN B: 1. John Bradford (Bul); 2. Dave Allard (Hon).

PRMDN C: 1. John Pearson (Yam); 2. Frank Sides (Yam); 3. Michael Reeves (Suz); 4. Matt Howell (C-A).

HIST A: 1. Jeff Bailey (Yam).

HIST B: 1. Rick Heidman (Pen).

HIST C: 1. Don Kraft (Bul); 2. Jay Powell (Hon).

DINO: 1. Joey Powell (Hon).

PIT BIKE: 1. Jack Thompson (Suz).

WMN: 1. Laura Thompson (Suz).

Campbell soup of the day at VCMC Qualifier

By Ron Pocher

NEW CUYAMY, CA, MAY 26

Honda off-road star Johnny Campbell posted the fastest times in two of the four special tests to claim the overall win at the Ventura County M.C. Qualifier near New Cuyamu, California.

Campbell got his XR600 through the gates quickest with a score of 1124, but also set the standard in the second test with a 1352. The section on which Campbell made his fast runs was routed through a tight, off-camber manzanilla forest with some whooped-out sand washes thrown in toward the end.

The third special test ran through the infamous creek-bed trail known as Wilbur's Way, but was thrown out due to a nasty bottleneck. The B and C riders were sent through a somewhat easier creek bed where 250cc Veteran B-class winner Chris Oswald posted the fast time at 1628.

The fourth special test ran through more razorbacks and rolling, medium-speed hills. This section had a bottleneck of its own in the shape of a steep, talcum-powder uphill that got the best of many riders. Dana Van Stee, however, cruised through with a top score of 1134 on his KX125.

The fifth and final test ran through a slender canyon where riders had to pound whoops and slip under fallen logs. Van Stee also set the mark in this special with an 1176, but it was Campbell who won the overall event with a final tally of 4807.

125cc winner Shae Bently (121) leads runner-up James McCormick (235) and third-place finisher Gordon Waggoner (52) in round five of the Best of Georgia Championship Series.

Van Stee edged out Paul Krause for second position, while Dave Ondas and Jim McGrath finished fourth and fifth respectively.

James Merrik overalled the B division, and Mark Babcock earned top C-rider honors.

Results

WMN A: 1. Susan Donaldson (Hon); 2. Anna Cody (Yam); 3. Michelle Cassella (Kaw); 4. Denise Engstrom (Kaw); 5. Vicki Keen (Kaw).

200 A: 1. Dana Van Stee (Kaw); 2. Doug Duncan (Kaw); 3. Quint Betts (Kaw); 4. Steve Fry (Hon).

250 A: 1. Steve Hengeveld (Kaw); 2. John Spaeth (Kaw); 3. Chris Pubuakki (KTM); 4. Erick Hallgarth (Hon).

OPEN A: 1. Paul Krause (Kaw); 2. Dave Ondas (Kaw); 3. Robert Baehr (Kaw); 4. Brent Farrell (Hon); 5. Casey Longman (Hon).

4-STRK A: 1. Johnny Campbell (Hon); 2. Billy Fullmer Jr. (Kaw); 3. Casey McCoy (Hon).

250 VET A: 1. Jim McGrath (KTM); 2. Gus Mueller (Hon); 3. Gary Scheidler (Yam); 4. Rick Daniel (Yam); 5. Craig Rimlinger (Mai).

OPEN VET A: 1. Abe Baumann (Kaw); 2. Mark Mangold (KTM); 3. Mark Getzfrid (Kaw); 4. Tony Megla (Hon); 5. Mark Ciernia (KTM).

250 SR A: 1. Mike Keen (Yam); 2. Andy Koch (Yam); 3. Scott Anderson (Yam); 4. Keith Jones (Kaw); 5. Ken Ehlers (Yam).

OPEN SR A: 1. Bill Postel (Hon); 2. Alex Reid (KTM); 3. T.V. Holmes (KTM); 4. Rich Caselli (KTM); 5. Mike Martin (Nor).

MGNM A: 1. Ron Miller (Suz); 2. John Jacobsen (Kaw); 3. Walter Baehr (Kaw); 4. Jerry Bailey (Kaw); 5. Art Moore (Yam).

S/SR A: 1. Ned Jones (Hon); 2. Paul Beckett (Suz); 3. Willie Eveland (Hon); 4. Bill Keene (Yam).

MINI A: 1. Kurt Caselli (Kaw); 2. Mike Meadows (Hon).

200 B: 1. Charlie Powell (Suz).

250 B: 1. James Merrik (Kaw); 2. Jiro Aratame (Hon); 3. Scott Moring (Yam).

OPEN B: 1. Chuck McBurney (Kaw); 2. Gary Shaffer (Hon); 3. Kent Canaday (KTM).

4-STRK B: 1. Hidenori Hanawa (Hon).

250 VET B: 1. Chris Oswald (Suz); 2. C.R. Brunson (Yam); 3. Brad Rice (Suz); 4. John Shaw (Yam); 5. Randy Peters (Yam).

OPEN VET B: 1. Adam Enticknap (Hon); 2. Mark Magdaleno (Hon); 3. Rich Steffan (KTM); 4. Ron Pocher (KTM); 5. Jim Dugay (Hon).

250 SR B: 1. Dave Meadows (Hon); 2. Alfredo Rodil (Hon).

OPEN SR B: 1. Steve Raven (Yam).

MGNM B: 1. Bill Richardson (ATK).

WMN C: 1. Rita Morneault (Yam).

250 C: 1. Yancy Watson (Yam); 2. Bart Blankenship (Kaw); 3. Chad Peters (Yam); 4. Scott Walters (Yam); 5. Jason Miller (Hon).

OPEN C: 1. Mark Babcock (Hon); 2. Brandon Day (Kaw); 3. Micah White (Hon); 4. Dean Nazzard (Kaw); 5. Brad Simms (Hon).

4-STRK C: 1. Andy Corinth (Hon); 2. Lee Montgomery (Hon); 3. Jack Rains (Hon); 4. Bill Gillan (Hon).

250 VET C: 1. Ted Elswick (Suz); 2. Kirk Hoffmeister (ATK); 3. Malcom Kingsley (Yam); 4. Mark Price (Yam); 5. Keith Kubachka (Yam).

OPEN VET C: 1. Tod Strain (Hon); 2. Patrick Lukes (Hon); 3. Bruce Greene (Kaw); 4. Michael Molnar (Hon); 5. Kent Cotterell (Hon).

250 SR C: 1. Tom Materna (Yam); 2. Roger Beckett (Kaw); 3. Susumu Ishii (Kaw); 4. Timothy Stoner (Yam).

OPEN SR C: 1. Dan Wallace (KTM); 2. Mike Weber (KTM); 3. Bill Hasenjaeger (Kaw); 4. Steve Peters (KTM); 5. Tom Boles (Hon).MGNM C: 1. Richard Fanning (Kaw); 2. Ray Mitchell (Yam).

WMN D: 1. Tamaya Aratame (Kaw).

250 D: 1. Mark Connell (Hon); 2. Ed Field (Suz).

OPEN D: J. Silvola (Hon); 2. Matt Nelson (Hon); 3. Brian Cragnotti (Hon); 4. Gary Huff (KTM).

250 VET D: 1. David Preston (Yam).

250 SR D: 1. James Narducci (Kaw).

MINI D: 1. Casey Segale (Kaw).

Stavish stoked at Welch Hare Scrambles

By Kurt Schwie

WELCH, MN, MAY 12

Team KTM rider Matt Stavish set the slopes ablaze with his fiery orange KTM, earning the Overall win at the District 23 Hare Scrambles season-opener at Welch Village Ski Area.

Another KTM-mounted local favorite, Craig Holasek, followed at a respectable distance to settle for Overall A-class honors. Stavish's cousin Joe Zierman topped the Vet A class, while A-class newcomer Kyle Nelson took first in 200cc A.

This brand-new event filled the hillside with over 160 riders of both the motocross and enduro varieties. A ski area with good parking and miles of rolling wooded landscape seemed to be the perfect location for a new hare scramble, so trail boss and former state enduro-class champ Dana Koenig organized this event with help from the River Valley Enduro Riders.

Results

GRD CHMP: Matt Stavish.

HP A: Craig Holasek.

HP B: Lance Litwiller.

HP C: Paul Kerkes.

200 A: 1. Kyle Nelson; 2. John Dahl.

250 A: 1. John Oelkers; 2. Todd Mathwig; 3.Jesse Blomberg; 4. Steve Swenson.

OPEN A: 1. Mark Holaasek; 2. Rusty Sorensen; 3. Jack Lane.

VET A: 1. Joe Ierman; 2. Brett Hardy; 3. Dan Ferderer; 4. Blake Grossman.

SR A: 1. Ron Palm; 2. Jon Rasmussen.

S/SR A: 1. Dick Carpenter.

200 B: 1. Scott Reschke; 2. Abraham Lysne; 3. Dave Jonk; 4. Orin Johnson.

250 B: 1. Roger Weinbrenner; 2. Norb Gregory; 3. Andy Etzel; 4. Brian Stahel.

OPEN B: 1. Chris Macintosh.

VET B: 1. Mike Fox; 2. Ray Osolski; 3. Mike Roan; 4. Curt Williams.

SR B: 1. Don Hansen; 2. Roland Gerken; 3. Paul Bloyer.

200 C: 1. Justin Schlegel; 2. Thomas Hofstad; 3. Andy Munsterman; 4. Phil Peterson.

250 C: 1. John Ohmann; 2. Jason Tieskotter; 3. Randy Hennen; 4. Tom ChapDeLaine.

OPEN C: 1. Don Graham; 2. Brian Grote; 3. Mark Igoe.

MINI SR: 1. Chris Althoff; 2. Josh Johnson; 3. Dustin Ledoux; 4. Curt Pizak.

P/W: 1. Brock Eidahl; 2. Chad Grinhaug.

Lindsey levels Paradise MX

By Gary Crider

MACON, GA, JUNE 2

Aaron Linsey soared to triple wins in the Senior Mini, Super Mini and Youth divisions at Paradise MX in round five of the eighth annual Best of Georgia Championship MX series. Shae Bently went unchallenged in the 125cc B and Unlimited Amateur racing, and Andre Pene won every moto in the125cc and 250cc A contests.

Team Green's Linsey easily outdistanced the competition in his two Mini divisions and then lined-up his 80cc mount against full-sized machinery in the Youth division. Linsey again notched a pair of runaway wins and punctuated his performance by repeatedly clearing the giant triple jump - a feat generally reserved for A-class riders.

Clinton Shealy and Josh Whitmire had a day-long battle for the runner-up honors, Shealy eventually getting the nod via his second spot finish over Whitmire in moto two.

Jake Hamilin holeshot the opening in the 125cc moto and held for the win while Josh Thompson finished second after passing Dan Lipscomb on the final lap. Josh Knight lead the way in moto two until the last lap, when Hamlin passed Knight to net a perfect score. Thompson's 2-3 score earned runner-up gold over Knight's 4-2 tally.

The first Over 30 moto saw Kevin Brule go from eighth at the start to a second-place finish. Brule clinched the class win with a wire-to-wire performance in the final moto.

Brule returned in the Over 35 division and holeshot both motos, but was forced to yield twice to Bryan Adams, who charged past to a perfect score.

Doug Harvey got midpack starts in Over 40 racing, but moved up to win both motos over Billy Scroggins.

Shane Lusk dominated the Pre-Teen class with a perfect score, while Gregory Roberts, Brent Carden and Josh Davis battled to a three-way tied score for second. Lusk came back in the Junior Mini class to claim the runner-up position behind Brian Gray.

Results

0-12: 1. Shane Lusk (Suz); 2. Gregory Roberts (Suz); 3. Brent Carden (Kaw); 4. Josh Davis (Kaw); 5. James Clanton (Suz).

50 (4-6): 1. Daniel Lyautey (LEM); 2. Jordan Pittman (KTM); 3. Sawyer Barrow (KTM); 4. Tyler Horne (LEM); 5. Derek Meyers (KTM).

50 (7-8): 1. L.B. Horne (Cob); 2. Keegan Keel (LEM);

3. Anthony LaMastro (LEM); 4. Kayne Hickman (LEM); 5. Blake Mercer (LEM).

60: 1. Andrew Matusek (Kaw); 2. Josh Davis (Kaw); 3. Cory Cone (Kaw); 4. Brent Carden (Kaw); 5. Gregory Roberts (Kaw).

JR MINI: 1. Brian Gray (Yam); 2. Shane Lusk (Suz); 3. Donald McGourty (Suz); 4. D.C. Thomason (Kaw); 5. Luke Bunzendahl (Suz).

SR MINI: 1. Aaron Lindsey (Kaw); 2. Cody Watford (Suz); 3. Casey Bullington (Yam); 4. Jon Masters (Yam); 5. Drew Roberts (Hon).

S/MINI: 1. Aaron Lindsey (Kaw); 2. Jon Masters (Yam); 3. Shane Lusk (Suz); 4. Brian Gray (Yam); 5. Donald McGourty (Suz).

YTH: 1. Aaron Lindsey (Kaw); 2. Clinton Shealy III (Yam); 3. Josh Whitmire (Suz); 4. Jake Hamlin (Suz); 5. Dale Hutto (Suz).

BEG: 1. Richard Vaughn (Hon); 2. Randy Layton (Yam); 3. Robin James (Kaw); 4. Stephen Amerson (Hon); 5. Toby Register (Hon).

125 C: 1. Jake Hamlin (Suz); 2. Josh Thompson (Suz); 3. Josh Knight (Suz); 4. Dan Lipscomb (Hon); 5. Jeff Flemister (Hon).

250 C: 1. Josh Thompson (Suz); 2. Ryan Tuggle (Hon); 3. Brian Hammond (Hon); 4. Shane Milsap (Suz); 5. Jeff Dees (Kaw).

125 B: 1. Shae Bentley (Kaw); 2. James McCormick (Suz); 3. Gordan Waggoner (Kaw); 4. Josh Whitmire (Suz);. 5. Clinton Shealy III (Yam).

250 B: 1. James McCormick (Suz); 2. Earnest Harbin (Hon); 3. John Watkins (Kaw); 4. Tim Bruce (Suz); 5. Daniel Henderson (Kaw).

U/L AM: 1. Shae Bentley (Kaw); 2. James McCormick (Suz); 3. Gordon Waggoner (Kaw); 4. Ryan Tuggle (Hon); 5. Corey Peppers (Suz).

25+: 1. Tommy Martin (Hon); 2. Tim Bruce (Suz); 3. Glenn Bates (Suz); 4. Bryan Adams (Kaw); 5. John Sidener (Hon).

30+: 1. Kevin Brule (Suz); 2. Glenn Bates (Suz); 3. Mike Garrett (Kaw); 4. Greg Roberts (Suz); 5. John Lundy (Hon).

35+: 1. Bryan Adams (Kaw); 2. Kevin Brule (Suz); 3. John Trissel (Hon); 4. Kevin Matthews (Hon); 5. Doug Harvey (Suz).

40+: 1. Doug Harvey (Suz); 2. Billy Scoggins (Suz); 3. Craig Geiger (Hon); 4. Warner Wilbourn (Hon); 5. Vance Chase (Hon).

125 A: 1. Andre Pene (Suz); 2. Dwayne Bone (Hon); 3. Christopher Bailey (Hon); 4. Jason Sybert (Suz); 5. Jason Langley (Hon).

250 A: 1. Andre Pene (Suz); 2. Dwayne Bone (Hon); 3. Jason Sybert (Suz); 4. Christopher Bailey (Hon); 5. Tommy Martin (Hon).

Rose, Parrish prevail at Dino Daze Short Track

By Clay Light

MCCLEARY, WA, JUNE 2

AMA Expert Troy Rose took the win in the Open Twin A main during the short track portion of the 12th annual Dino Daze vintage race weekend at the Thurston County ORV Park. Also posting an impressive performance was Robert Parrish, winner of the 250cc Almost Vintage A main.

Rose's Open Twin A main win didn't come easy. Former National motocross star Buck Murphy chased Rose for several laps but then crashed, damaging his own bike and putting an end to his day of racing.

"I can think of better ways to finish the weekend," commented Murphy, who was the big winner at the Vintage Motocross one day earlier.

Mike Harritt took over second position after Murphy's crash, earning runner-up laurels ahead of Mike Budschat, Chuck Hodson and John Montgomery.

Ray DeFord finished second to Parrish in the 250cc A main, and Honda-mounted Corey Dickinson netted third ahead of Tom Sheard and Steve Sprague.

Jeff Hiatt also proved his prowess on older machinery by taking a win in the day's largest class, the open Almost Vintage A main. Dan Kimbel, John Parrish and Tom Miller chased Hiatt in the A main, while Kenny McCann and Steve Olson topped the B and C mains, respectively.

Greg Sheard won the Premier A main, beating Ron Predmore, Alan Moore and Ross Poitras. In the Dinosaur class, LaFaye McCarver rode to a win ahead of Jerry Chinn and Rick McMaken.

Results

PREM A: 1. Greg Sheard; 2. Ron Predmore; 3. Alan Moore.

PREM B: 1. Bob Lindsey; 2. James Coppedge; 3. Tom Sheard.

125 A: 1. Nick McBride Jr; 2. LaFaye McCarver; 3. Tyler Powell.

L/W 250: 1. Robert Elder; 2. Alan Moore; 3. Erik Giertsen.

30+ B: 1. Steve Haug; 2. Dan Dickinson; 3. Neil Giertsen.

30+ A: 1. Mike Budschat; 2. Nick McBride Sr.; 3. Steve Mowat.

OPEN 4-STRK: 1. Don Montgomery; 2. Nick McBride Sr; 3. Tom Street.

250 SPTSMN A: 1. Tom Street; 2. John Parrish; 3. Nick McBride Sr.

250 SPTSMN B: 1. Robert Borg; 2. Ed Bushnell; 3. Tom Sheard.

OPEN TW A: 1. Troy Rose; 2. Mike Harritt; 3. Mike Budschat.

OPEN TW B: 1. Tom Tarrant; 2. Willie Ward; 3. Dan Dickinson.

OPEN TW C: 1. Jerry James; 2. D.E. Chambers; 3. Gary Beach.

60+ A: 1. Doug Phelps; 2. John Montgomery; 3. Bob Lindsey.

AV 250: 1. John Parrish; 2. Ray DeFord; 3. Corey Dickinson.

50+ A: 1. Chuck Hodson; 2. Ron Predmore; 3. John Kent.

A/V OPEN A: 1. Jeff Hiatt; 2. Dan Kimbel; 3. John Parrish.

A/V OPEN B: 1. Kenny McCann; 2. Tim Mitchell; 3. Pat Ehrenhen.

A/V OPEN C: 1. Steve Olsen; 2. Steve Sprague; 3. Loren Dorsey.

DINO: 1. LaFaye McCarver; 2. Jerry Chinn; 3. Rick McMaken.

40+ B: 1 .Tom Tarrant; 2. D.E. Chambers; 3. Ken McCorkle.

40+ A: 1. Mike Budschat; 2. Chuck Hodson; 3. Tom Street.

SPDWY A: 1. David Darst; 2. Robin Nicolaides; 3. Jeff Lalone.

SPDWY B: 1. Elliot Long; 2. Robert Borg.

OPEN 2-STRK: 1. Neil Giertsen.

Graves makes good at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, JUNE 15-16

Chuck Graves returned to the winner's circle with a vengeance, dominating the Toyota Gold Cup Formula One Road Race during the sixth round of Club action at Willow Springs International Raceway and setting a new track record.

From the drop of the starter's flag Graves made it clear that he was on a mission. He got an excellent start off the line and within two turns had already opened up a sizable gap between himself and second-place runner Curtis Adams. Adams decided to run the race on his Super Stock-class machine after his Formula One motorcycle developed mechanical problems, a liability that became apparent halfway through the first lap when Peter Christensen powered past him in the back straight to take over second. Walt Dorsch moved up into fourth, then passed Adams in turn one to claim third.

Dorsch spent the next few laps trying to close the gap between himself and Christensen, but it was not until turn eight of the 11th lap that Dorsch succeeded in getting around the outside of Christensen to move into second. But Christensen-unwilling to settle for third-used the front straight to draft past Dorsch and retake second.

At the finish line it was Graves in first place, followed by Christensen in second and Dorsch in third. Graves' fast lap was almost two-tenths of a second faster than the record set by AMA racer Rich Oliver four months earlier.

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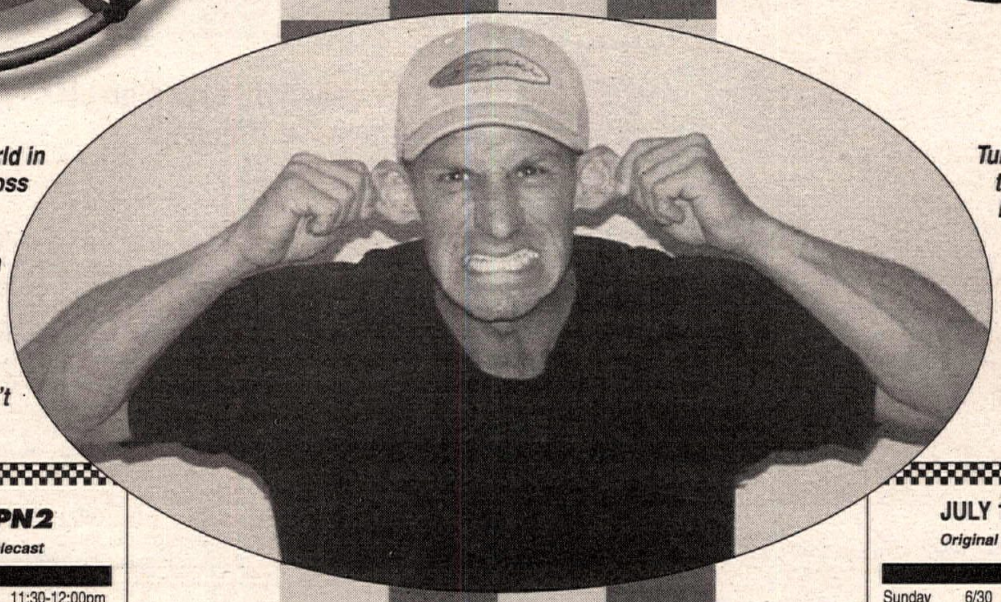

The fireworks continue on MotoWorld in July with in-depth coverage of Motocross pro-ams, the World Grand Prixes of Germany and Britain, and closing looks at a Superbike season already in its twilight.

Plus, a special feature on Ty Davis, Randy Hawkins, Steve Hatch, and Kevin Hines at the exclusive ISDE training facility in Massachusetts. Don't miss it!

Tune in to MW2 for a trip across the pond to visit our tea drinking counterparts in London, England. Experience firsthand the international flavor of the World 125/250 Motocross, and visit one-on-one with World Superbike Champ Carl Fogerty.

Then, skip over to the Netherlands for the Dutch TT and unlimited access to Team Lucky Strike Suzuki and the zen of World GP racing.

JULY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Friday	6/28	7:30-8:00pm	&	Saturday	6/29	11:30-12:00pm
				Wednesday	7/3	3:00-3:30am
Friday	7/5	11:30-12:00am	&	Saturday	7/6	11:30-12:00pm
				Tuesday	7/9	2:00-2:30am
Friday	7/12	11:30-12:00am	&	Saturday	7/13	11:30-12:00pm
				Wednesday	7/17	1:30-2:00am
Friday	7/19	11:00-11:30pm	&	Saturday	7/20	11:30-12:00pm
				Monday	7/22	3:30-4:00am
Friday	7/26	11:00-11:30pm	&	Saturday	7/27	1:00-1:30pm
				Tuesday	7/30	3:30-4:00am
PACIFIC TIME						
Friday	6/28	4:30-5:00pm	&	Saturday	6/29	8:30-9:00am
				Wednesday	7/3	12:00-12:30am
Friday	7/5	8:30-9:00pm	&	Saturday	7/6	8:30-9:00am
				Monday	7/8	11:00-11:30pm
Friday	7/12	8:30-9:00pm	&	Saturday	7/13	8:30-9:00am
				Tuesday	7/16	10:30-11:00pm
Friday	7/19	8:00-8:30pm	&	Saturday	7/20	8:30-9:00am
				Monday	7/22	12:30-1:00am
Friday	7/26	8:00-8:30pm	&	Saturday	7/27	10:00-10:30am
				Tuesday	7/30	12:30-1:00am

JULY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	6/30	11:30-12:00pm	&	Wednesday	7/3	3:30-4:00am
Sunday	7/14	1:00-1:30pm	&	Monday	7/15	3:00-3:30am
Sunday	7/28	2:30-3:00pm	&	Monday	7/29	3:00-3:30am
PACIFIC TIME						
Sunday	6/30	8:30-9:00am	&	Wednesday	7/3	12:30-1:00am
Sunday	7/14	10:00-10:30am	&	Monday	7/15	12:00-12:30am
Sunday	7/28	11:30-12:00pm	&	Monday	7/29	12:00-12:30am

125cc 250cc AMA Motocross

WORLD GP

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
Budds Creek, MD	Fri	7/5	9:30-11:30pm	& Fri	7/5	6:30-8:30pm
Southwick, MA	Sun	7/7	4:00-6:00pm	& Sun	7/7	1:00-3:00pm
Buchanan, MI	Fri	7/19	8:30-10:30pm	& Fri	7/19	5:30-7:30pm
New Berlin, NY	Sat	7/27	12:00-2:00pm	& Sat	7/27	9:00-11:00am

1996 125cc & 250cc SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Budds Creek, MD	Sun	7/7	10:00-12:00pm	& Sun	7/7	7:00-9:00am
Southwick, MA	Wed	7/10	2:30-4:30pm	& Wed	7/10	11:30-1:30pm
	Fri	7/12	9:30-11:30pm	& Fri	7/12	6:30-8:30pm
Buchanan, MI	Sun	7/21	2:00-4:00pm	& Sun	7/21	11:00-1:00pm
New Berlin, NY	Mon	7/29	2:00-4:00pm	& Mon	7/29	11:00-1:00pm

1996 125cc & 250cc REPEAT SCHEDULE ON

	EASTERN TIME			PACIFIC TIME		
Budds Creek, MD	Tue	7/9	1:00-2:00am	& Mon	7/8	10:00-11:00pm
Southwick, MA	Tue	7/23	1:00-2:00am	& Mon	7/22	10:00-11:00pm
	Fri	7/26	2:00-3:00pm	& Fri	7/26	11:00-12:00pm
Buchanan, MI	Sat	7/27	1:00-2:00am	& Fri	7/26	10:00-11:00pm

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
GP of Netherlands	Sat	7/27	3:30-4:30pm	& Sat	7/27	12:30-1:30pm
GP of Germany	Tue	7/30	12:30-2:30am	& Mon	7/29	9:30-11:30pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
GP of Netherlands	Fri	7/5	7:30-9:30pm	& Fri	7/5	4:30-6:30pm
GP of Germany	Fri	7/12	7:30-9:30pm	& Fri	7/12	4:30-6:30pm
GP of Gr. Britain	Sun	7/28	3:00-5:00pm	& Sun	7/28	12:00-2:00pm

1996 REPEAT SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
GP of Netherlands	Sat	7/6	3:30-5:30pm	& Sat	7/6	12:30-2:30pm
GP of Germany	Sat	7/20	6:00-8:00pm	& Sat	7/20	3:00-5:00pm
GP of Gr. Britain	Mon	7/29	4:00-6:00pm	& Mon	7/29	1:00-3:00pm

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Robert Simpson airs it out over the finishline jump at round two of the Top Gun Stadiumcross Series in Chowchilla, California.

Michael Montoya was fastest off the line in the Formula Two race, followed by Steve Teschke in second and Karl Lowry Jr. As the second lap got under way, Brian Garbellini caught the leaders and powered past Lowry and Teschke into second position.

Jason Paden had been moving steadily up through the pack and began to close on Lowry. Halfway through lap five, Garbellini lost the front end on his motorcycle and crashed, allowing Lowry to move into second and Paden into third. Paden took over second position when he passed Lowry on the outside of turn four, and although Lowry kept the heat on Paden for the final laps he was unable to reclaim second.

At the line, it was Montoya with the race victory followed by Paden in second and Lowry third.

Results

F-1: 1. Chuck Graves (Suz); 2. Peter Christensen (Suz); 3. Walt Dorsch (Suz); 4. Paul Mumford (Kaw); 5. Curtis Adams (Suz).

F-2: 1. Michael Montoya (Yam); 2. Jason Paden (Yam); 3. Karl Lowry Jr. (Hon); 4. Steve Teschke (Hon); 5. Larry Pasquale (Hon).

F-3: 1. Vicky Jackson-Bell (Hon); 2. Wesley Totsubo (Hon); 3. Jason Black (Hon); 4. Joji Tokumoto (Hon); 5. LaVaughn Montgomery (Yam).

F-40: 1. John Hilton (Duc); 2. Jeff Rheaume (Suz); 3. Larry Schnur (Duc); 4. Stephen Hewitt (Hon); 5. David Molitor (Yam).

500 S/STK: 1. Mark Stoner (Yam); 2. Michael Shenoy (Yam); 3. James Hillier (Kaw); 4. Mike Morris (Yam); 5. Greg Talbot (Kaw).

600 S/STK: 1. Jerry Evans Jr. (Yam); 2. Robbie Dowie (Hon); 3. Troy Maturo (Hon); 4. Darrin Jacobson (Hon); 5. Robert Yampolsky (Hon).

750 S/STK: 1. Chuck Graves (Suz); 2. Lance Holst (Suz); 3. Dean Vincent (Yam); 4. Paul Mumford (Kaw); 5. Rob Fletcher (Hon).

OPEN S/STK: 1. Curtis Adams (Suz); 2. Jason Catching (Suz); 3. Jeremy Toye (Hon); 4. Pat Woodward (Hon); 5. Brian Osborne (Suz).

550 S/BK: 1. Frank Aragaki (Yam); 2. Mark Stoner (Yam); 3. Alan Burtt (Kaw); 4. Sean Koyano (Yam); 5. Roger Baker (Yam).

650 S/BK: 1. Steve Teschke (Hon); 2. Karl Lowry Jr. (Hon); 3. Larry Pasquale (Hon); 4. Darrin Jacobsen (Hon); 5. Robbie Dowie (Hon).

750 S/BK: 1. Paul Mumford (Kaw); 2. Jerry Evans Jr. (Yam); 3. Lance Holst (Suz); 4. Rob Fletcher (Hon); 5. John Hilton (Duc).

OPEN S/BK: 1. Chuck Graves (Suz); 2. Peter Christensen (Suz); 3. Curtis Adams (Suz); 4. Maurice Noller (Hon); 5. Cesar Meza (Hon).

500 MOD PROD: 1. Mark Stoner (Yam); 2. Michael Shenoy (Yam); 3. Sean Koyano (Yam); 4. James Hillier (Kaw); 5. Eric Ratza (Suz).

600 MOD PROD: 1. Robbie Dowie (Hon); 2. Larry Pasquale (Hon); 3. Stefan Johansson (Hon); 4. Robert Yampolsky (Hon); 5. Kenny Canedo (Yam).

750 MOD PROD: 1. Paul Mumford (Kaw); 2. Lance Holst (Suz); 3. John Ferdinand (Suz); 4. Steve Moreno (Suz); 5. Carlos Rojo (Kaw).

OPEN MOD PROD: 1. Curtis Adams (Suz); 2. Maurice Noller (Hon); 3. Cesar meza (Hon); 4. Jeremy Toye (Hon); 5. Jason Catching (Suz);

BOT L/W: 1. Alan Burtt (Kaw); 2. James Hillier (Kaw); 3. Eric Ratza (Suz); 4. Greg Talbot (Kaw); 5. Jerry Iirkovsky (Kaw);

BOT M/W: 1. Stephen Lilliott (Hon); 2. Mick Ofield (Duc); 3. Rick Pazen (Hon); 4. Kurt Andrews (Duc); 5. Gerry Timoney (Hon).

BOT H/W: 1. Larry Schnur (Duc); 2. Chris Mencher (Duc); 3. Roger Sgarbossa (Duc); 4. JacqueS Lagourgue (Duc); 5. John Bailey (Duc);

500 SGL: 1. Danny Farnsworth (Hon); 2. Randall Zempel (Duc); 3. Michael McNamara (Hon); 4. Michael Sunderlin (Yam); 5. Bill Fennessy (Yam).

600 SGL: 1. Eric Sherrer (Hon).

F-SGL: 1. Trevor Dunne (Yam); 2. Danny Farnsworth (Hon); 3. Eric Sherrer (Hon); 4. Bernard Ayling (Hon); 5. Franz Volpi (Yam).

VINT: 1. Sean Robbins (Yam); 2. Craig Beecher (Yam); 3. Scott Fabbro (Nor); 4. Scott MacAdam (Yam); 5. Danny Farnsworth (Hon).

SDCR: 1. Heather Belletto (Kaw); 2. Kelly Bell (Suz); 3. Kenny Harrold (Kaw); 4. Bernie Thomas (Kaw); 5. Craig Evans (Hon).

SOLO GTU: 1. Karl Lowry Jr. (Hon); 2. Steve Teschke (Hon); 3. William Landers (Hon); 4. Joseph Pacheco (Hon); 5. Steve Whirledge (Yam).

SOLO GTO: 1. Kenny Kopecky (Suz); 2. Tony Endres (Hon); 3. Stephen Hewitt (Hon); 4. Jason Walker (Hon); 5. Chris Mencher (Duc).

500 NOV: 1. Eric King (Yam); 2. Pobert Herber (Hon); 3. Chris Hudson (Hon); 4. Gavin Seekamp (Hon); 5. Jose Estrella (Suz).

650 NOV: 1. Sean Ryan (Yam); 2. Jett Schuster (Hon); 3. George Pound (Hon); 4. Kirk Vahorvich (Yam); 5. Colin Tiffany (Hon).

OPEN NOV: 1. Hector Jimenez (Hon); 2. Kent Weed (Yam); 3. David Perez (Duc); 4. Alex Herrera (Kaw); 5. Truong Ngo (Kaw).

Gomm great at Chowchilla Stadiumcross

By Tim Quinn

CHOWCHILLA, CA, JUNE 8

Pat Gomm grabbed the lion's share of an $800 purse as 10 of Northern and Central California's top Pro riders battled in Chowchilla at the Top Gun Shoot-Out main event of round two of the AMP/Clawson Motorsports Mechanix Wear/FMF Top Gun Stadiumcross Series.

When the gate dropped, Pat Gomm pulled the holeshot followed bv John Nelson and Dan Paladino. By the close of the first lap, Todd Nelson would pass Paladino to take over third place. Also getting by Paladino would be Dennis Kritzer. Both Kritzer and Paladino would battle for the next few laps with Paladino eventuallv taking over the fourth-place position. In the meantime Scott Davis had his sights set on a position in the top five and began to close in on Kritzer, passing him on the fifth lap. While the front-runners pulled away, there was plenty of action in the back of the field. Jason Jenkins, Robert Simpson and Justin Quinn would trade off positions as they tried to move up in the field. Gomm would continue to pull away from both of the Nelson brothers with Todd getting by John on lap six of the 12-lap main event. Davis would find his way past Paladino on lap nine only to give the position back a lap later after dropping his bike in the step-up turn. At lap 10 the field would settle into their eventual finish positions. Gomm would capture the win, while Todd Nelson, John Nelson, Dan Paladino and Scott Davis would round out the top five.

Results

PRO: 1. Pat Gomm (Yam); 2. Todd Nelson (Suz); 3. Jon Nelson (Suz); 4. John Cook (Suz); 5. Scott Davis (Kaw).

50 STK BEG: 1. Justin Enos (KTM); 2. Codv Woods (KTM); 3. Bobbv Fouts (KTM); 4. Chance Moss (KTM); 5. Kirtis Batey (KTM).

PW 80: 1 Jake Blackwood (Yam).

60 BEG (0-8): 1. Jarred Mertens (Kaw); 2. Casey Hinson (Kaw).

60 NOV (0-8): 1. Jarred Morrison (Kaw).

60 NOV: (9-11): 1. Daniel Sani (Kaw); 2. Brett Markarian (Kaw).

80 BEG: 1. Skip Norman (Yam); 2. Steve Martens (Yam); 3. Adam Baca (Hon); 4. Daniel Hunt (Yam).

80 NOV: 1. Robert Harold (Yam); 2. K.C. Rigmaiden 3. Nick DaN,.is (Suz); 4. Charlie Morrison (Kaw); 5. Mikie Northrup (Suz).

80 INT: 1. Rvan Morais (Yam).

125 BEG: 1. Bobbv Garcia (Kaw); 2. Charles Gregory (Suz); 3. David Cox (Hon); 4. Robert Ferrcira (Yam); 5. Mike Tarter (Yam).

125 NOV: 1. Craig Truglio (Kaw); 2. Brandon Jones (Hon); 3. Logan Masterson (Kaw); 4. Chris Dias (Yam); 5. Danny Onielas (Hon).

125 INT: 1. Tyler Evans (Suz); 2. Dennis Stapleton 3. Auggie Rodriguez (Hon); 4. Cory Morais (Yam); 5. Jeff Northrup (Kaw).

125 PRO: 1. Scott Davis (Kaw); 2. Dennis Kritzer (Hon); 3. Justin Quinn (Hon); 4. Robert Simpson (Hon); 5. Jason Jenkins.

250 BEG: 1. Morgan Burdette (Kaw); 2. Craig Nilsson (Hon); 3. Steve Kennedy (Yam).

250 NOV: 1. Nathan Franz; (Yam); 2. Scott McCollough (Yam); 3. Russ Piggott (Yam); 4. Todd Espicha (Yam); 5. Phillip Segundo (Hon).

250 INT: 1. Sean Lollar; 2. Dave Duarte (Hon); 3. Mark Workentine (Suz); 4. Levi German (Hon).

250 PRO: 1. Pat Gomm (Yam); 2. Todd Nelson (Suz); 3. Jon Nelson (Suz); 4. Jeff Brownice (Suz); 5. Dan Paladino (Yam).

25+ BEG: 1. Bub Monaco (Suz); 2. Martv Lankford (Suz); 3. Rick Jewell (Yam); 4. Casey Fouts (Hon).

30+ NOV: 1. Tonv Diaz (Yam); 2. Allen Green (Hon); 3. Mike Wylie (Kaw); 4. John Yates (KTM).

30+ INT: 1. Dave Lundin (Kaw).

Wheelwright fast man at Anamosa Hillclimb

By Bud Northrup

ANAMOSA, IA, JUNE 2

Eric Wheelwright's 4.458-second run set the fast time of the day rocketed him to a first-place finish in the 500cc Novice race of the Midwest Hillclimbers Association's semi-pro hillclimb.

Jason Northrup delivered the first sub-Five-second ride of the day, with Wheelwright behind him in second place and Scott Hardey in third.

Times heated up in the second round, Marc Stamm beating Northrup's time only to be outdone by Wheelwright during the next ride and then reconquered by Northrup. Final results saw Wheelwright with the win, followed by Northrup in second and Stamm in third.

Ron Hoffman took the first-round lead in the 500cc four-stroke class, followed by Bob Moriarity. No other riders topped the hill on the first ride in the class.

On the second run, however, Kevin Tilson shot over the top in 6.142 seconds to take the win, followed closely by Harry Waddell. Hoffman took third.

The 500cc Expert class was also hotly contested. Luke Haas owned the class lead at the break, but on the second ride Mark Wood, who had crashed at 120 feet on his first ride, flew over the top to take the lead, and none could better his time. Haas came close, running a fine 4.489 seconds, but had to settle for second place. Jeff White took third.

Jason Northrup's first ride earned him the win in the 750cc Novice class, Eric Sien finishing in second place followed by Randy Schmitt in third.

Lloyd Haas posted a convincing win, turning a 5.011-second time on his first ride. Gene Topliff held down second place during his two runs, and Kevin Tilson finished in third.

Tison started off the Open-class action with a good 5.168-second ride, but Wood blasted the hill on his second ride to take the lead. Tilson bettered his first time with a 5.009-second effort, he couldn't match Wood's performance. Wood took the victory, followed by Tilson in second place and Waddell in third.

Results

500 NOV: 1. Eric Wheelwright (Hon); 2. Jason Northrup (Hon); 3. Marc Stamm (Hon); 4. Harold Waddell (Hon); 5. Glen Fuegen (Hon).

500 4-STRK: 1. Kevin Tilson (Tri); 2. Harold Waddell (Tri); 3. Ronald Hoffman (Hon); 4. Jim Devine (Hon); 5. Bob Moriarity (Hon).

500 EX: 1. Mark Wood (Hon); 2. Luke Haas (Hon); Jeff White (Hon); 4. Gene Topliff (Hon); 5. Randy Bronnenburg (Hon).

750 NOV: 1. Jason Northrup (Kaw); 2. Eric Sien (BSA); 3. Randy Schmitt (Yam); 4. Dwight Curran (Yam).

750 EX: 1. Lloyd Haas (Kaw); 2. Gene Topliff (Tri); 3. Kevin Tilson (Tri); 4. Randy Bronnenburg (Kaw); 5. Richard Fritz Jr. (Yam).

OPEN: 1. Mark Wood (Kaw); 2. Kevin Tilson (Tri); 3. Gary Waddell (Suz); 4. Gene Topliff (Tri); 5. Wade Schultz (H-D).

Bennett Sisemore ace Auburn speedway

By M. Sober

AUBURN, CA JUNE 14

Jimmy "The Jammer" Sisemore won his second Scratch Main Event of the season at Auburn Speedway in Auburn, California, while Kelly Bennett went wire-to-wire to win the Handicap Main Event.

On the pole in the Scratch Main was Bobby Hedden, and in the second spot was Louis Kossuth. Northern California's points leader Bart Bast occupied the unenviable third starting lane, and for the third time of the evening, Sisemore drew the lane-four outside starting position.

The start was "all she wrote," as Sisemore dived to the front on the first-turn blue groove and then jumped out to a commanding lead over Hedden and Bast. In the second set of turns Kossuth went to the outside and deftly drove around Hedden. Koosuth then set his sights on Sisemore, but in his zeal to put the front-runners behind him he overslid turn one of the second lap and retired for the night with a fourth-place finish.

While Kossuth pulled off the course, Sisemore fattened his lead. Hedden stayed down on the low line, forcing Bast to the outside where he took over second place on lap three.

Kelly Bennett started the Handicap main at the front of the pack on the 20-yard line and never saw the back of another rider the rest of the race.

Chad Felicio started next to Bennett on the 20, but got a bad start and fell in behind on the first lap. Meanwhile, back-yardage specialists Sisemore and Bast quickly came up behind Felicio and 40-yard starter Pat Linn. Sisemore, with Bast in tow, elbowed inside of Felicio on lap three, but it wasn't enough to stop Bennett, who took first place with Sisemore in second and Bast in third.

In the Second Division main, Kim Darwazeh blasted his way to the front of the pack only to see Ian Essary steal the vistory with a brilliant "thread-the-needle" move in the closing laps. Darwazeh finished in second, and Bill Newby claimed third.

Results

SCR MAIN: 1. Jimmy Sisemore (Jaw); 2. Bart Bast (Jaw); 3. Bobby Hedden (Jaw); 4. Louis Kossuth (Jaw).

HDCP MAIN: 1. Kelly Bennett (Jaw); 2. Jimmy Sisemore (Jaw); 3. Bart Bast (Jaw); 4. Chad Felicio (Jaw); 5. Bobby Hedden (Jaw).

D-2: 1. Ian Essary (Wes); 2. Kim Darwazeh (Jaw); 3. Bill Newby (Wes); 4. Shawn Eldridge (Gdn).

D-3: 1. Lance Maddox (Wes); 2. Scott Olney (Wes); 3. Glen Scott (Wes).

JR: 1. Bryan Yarrow (Wes); 2. Jimmy Martinez (Wes); 3. Billy Janniro (Wes); 4. Rachalle Kerr (Hon).

JR D-2: 1. Chris Kerr (Tri); 2. Anthony Martinez (Hon); 3. J.J. Martynse (Wes); 4. Ray Linn (Wes).

Godinez gasses it up at Starwest Motocross

By Kyle C. Parsons

MORENO VALLEY, CA, JUNE 15

Jose Godinez's persistency earned him the 125cc Beginner win in the third round of the Saturday night Starwest Contingency Series at the Starwest Supercross Park in Moreno Valley, California.

When the gate fell in the first moto of the 125cc Beginner class, Jared Krause grabbed the holeshot with Godinez, Vito Tarentino, and Brandon Morgan in tow. Two first-lap mistakes by Godinez allowed Krause to pull out to an early four-second lead and gave Tarentino and Morgan the chance to challenge for the second-place position.

By lap 3, Godinez had regained his concentration and started to close on Krause while pulling away from Tarentino and Morgan.

Godinez soon made the pass on Krause, only to be passed back as they entered the whoop section. Staying persistent, Godinez hounded Krause for all of lap five and finally got around him on the back straight.

Tarentino was under heavy pressure from Morgan, and allowed the leaders to get away due to his efforts to keep Morgan behind him. Godinez held on to take the checkered flag.

The second moto was a carbon copy of the first, with Krause pulling another holeshot out of his bag of tricks. Pursued by Godinez, Tarantino, Morgan and Jonathan Arazaga, Krause seemed even more determined to take the second-moto win and the overall for the evening. Godinez, however, remained on his back fender and kept the pressure on throughout the entire moto.

With one lap left, Godinez was able to get a better drive out of turn one and passed Krause over the table top. Krause wicked it up in an attempt to get back around Godinez, but to no avail.

Godinez finished in first posisiton, followed by Krause in second and Tarantino in third.

Results

50 STK 1: Brandon Million; 2. Chad Gores; 3. Kalin Goodsite; 4. Jason Endo; 5. Jake Hulett.

50 P/W 1: Mike Meade.

50 MOD 1: Cody Bradbury; 2. Kameron Scott; 3. B.J. Bohrer.

80 BEG 1: Scott Haddad; 2. Danny Mohr; 3. Cas Swift.

80 (12-13): 1. Corey Macomber; 2. David Sullins.

80 (12-16): 1. Jim Bradbury; 2. Nocholas Hensley; 3. Nils Berge.

80: 1. Daton Beavers, 2. Scott Howe.

125 BEG 1: Jose Godinez; 2. Jared Krause; 3. Vito Tarentino; 4. Brandon Morgan; 5. Jonathon Arazaga.

125 NOV 1: Brian Barker; 2. Darin Green; 3. Todd Clayton; 4. Corey Clayton; 5. Tim Clayton.

125 INT 1: Danny Carlson; 2. Glenn Branson; 3. Cole Gress; 4. Ryan Vanderveen.

250 NOV 1. Collins Hunsaker; 2. Lyndon Couch.

VET 1: Jim Thrift; 2. Bruce Martenson; 3. Jim Holloman; 4. Mike Long; 5. Marco Villecco.

VET NOV 1: Darin Green; 2. John Tumer; 3. Mike Carr; 4. Mike Dunlap.

VET INT 1. Greg Coy; 2. Ronnie Brown; 3. Jerry Hensley.

Pineda picks up CRC Motocross Vet Win

By Greg Robertson

PALMDALE, CA, JUNE 8
Frank Pineda came from out of the pack in both motos to top the Vet Beginner class with a 3-1 score during California Racing Clubs' Saturday night motocross Racing at Los Angeles County Raceway.

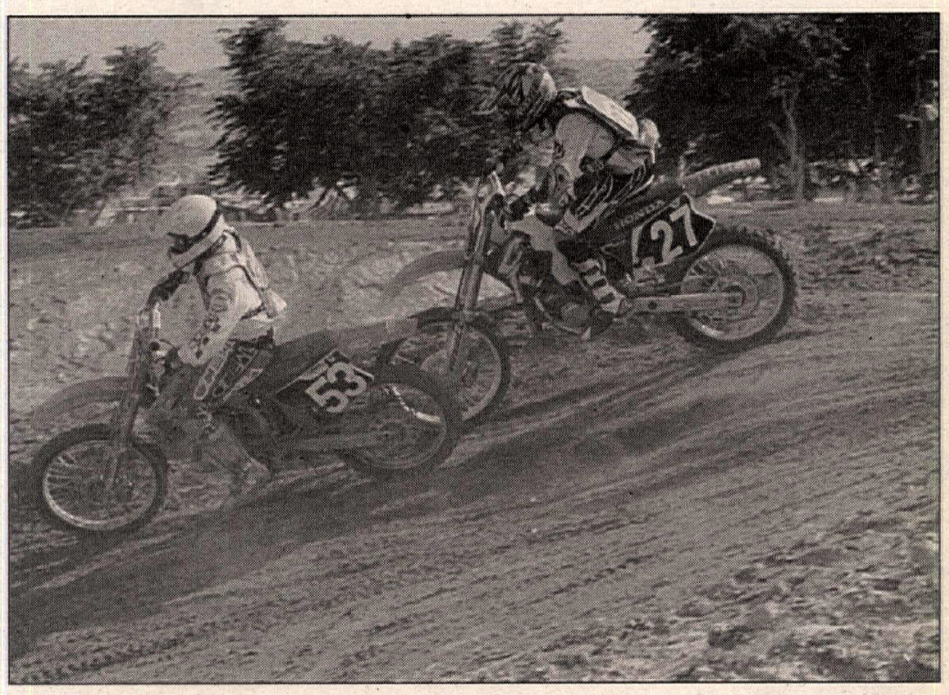
John Cascio had the quickest reaction time to lead the pack through the first turn as moto one began. Within a lap John Stich was all over Cascio and looking for a place to pass. Stich overtook Cascio for the lead but Cascio wasn't letting him get away and the duo quickly pulled away from the field.

Jeff Reese held down third from the start, but by the midway point was being hounded by Matt Arant and Pineda. Pineda proved to be the fastest of the trio and took command of third, 10 seconds behind Cascio. Up front, vision problems must have been hampering Stich because once he tossed his goggles with a little over a lap remaining he was able to pull away from Cascio for the win. Pineda claimed third over Arant and Raphi Kassab.

Reese and Stich battled for the second-moto holeshot until Stich slid out coming out of the first turn. Reese maintained the lead for a lap before Arant shot past. Cascio got a good start and was soon pressuring Arant for the top spot. Pineda reeled in the two front-runners by the halfway point, making it a three-rider dice for the lead.

Pineda used an inside line on Arant while passing through the over-and-under jump to move into second. With the white flag out, Pineda put the move on Cascio to grab the lead. Cascio chased Pineda all the way to the checkers for a close finish. Stich put in a great ride, fighting back for a fourth-place finish after his first turn incident to claim third overall.

Joel Tokarsky (53) leads Lars Lindstrom on the way to the overall win in the 125cc Novice class during California Racing Club's Saturday night motocross at Los Angeles County Raceway.



Results

P/W (0-6): 1. William Ballestero (Yam); 2. Shawn Butler (Yam); 3. David Medina (Yam); 4. A.J. Schahrer (Yam); 5. Shana Rhinehart (Yam).
S/STK (0-6): 1. Tyler McComb (KTM); 2. Trent Pugmire (LEM); 3. Cole Pugmire (KTM).
S/STK (7-9): 1. Bobby Cobb (KTM); 2. Doug Carter (KTM); 3. Timmy Ritzler (KTM); 4. Seth Jeffers (LEM); 5. Sharon Asco (Suz).
P/W MOD: 1. Jimmy Williams (Yam).
60 BEG: 1. Timmy McDaniel (Kaw).
60 (0-8): 1. Edward Herring (Kaw): 2. Dave Carter (Kaw).
60 (9-11): 1. Anthony Barbacovi (Kaw): 2. Andrew Nason (Kaw); 3. Cory Redenius (Kaw).
80 BEG: 1. Anthony Barbacovi (Yam); 2. Richard Enbanks (Yam); 3. Blake Marghein (Yam); 4. Brad Howe (Suz); 5. Dave Carter (Kaw).
80 (7-11): 1. Shane Smith (Hon); 2. Blake Mitchell (Hon).
80 (12-13): 1. Chris Tocco (Suz); 2. Jonathan Shimp (Hon); 3. Christopher Barnett (Hon).
80 (14-16): 1. J.J. Bonanno (Yam); 2. Jason Beauchesne (Yam); 3. Donnie Elmer (Kaw).
125 BEG: 1. Justin Kornoff (Hon); 2. Robby Hammond (Yam); 3. J.J. Bonanno (Kaw); 4. Brent Cain (Suz); 5. Ryan Perez (Suz).
125 NOV: 1. Joel Tokarsky (Kaw); 2. Kevin O'Brien (Suz); 3. Lance Austin (Hon); 4. Lars Lindstrom (Hon); 5. George LaMonte (Suz).
125 INT: 1. Ito Posca (Kaw); 2. Brian Sweany (Hon); 3. Clint Shepard (Suz); 4. Chris Neitzel (Kaw).
125 PRO: 1. Jeff Willoh (Hon); 2. Marcelo Sanchez (Suz).
250 BEG: 1. Nick Jerome (Suz); 2. Adam Knowles (Kaw); 3. Tim Denniston (Kaw).
250 NOV: 1. Chris Allen (Suz); 2. Brett Fox (Hon); 3. Michael Gilmore (Kaw); 4. Clint Van Eps (Hon); 5. Brent Greer (Suz).
250 INT: 1. Nick Mairose (Suz); 2. Keny Terracciano (Hon); 3. Bobby Hall (Hon); 4. Matt Bryan (Kaw).
250 PRO: 1. Jeff Willoh (Hon); 2. Tommy Shibayama (Suz).
JR VET BEG: 1. Steve Sagely (Yam); 2. Assaf Alush (Hon); 3. Thomas Etchart (Hon); 4: Greg Fisher (Hon); 5. Gabi Abayou (Hon).
JR VET NOV: 1. Brad Pietro (Suz); 2. Brian Thomas (Hon); 3. Rodger Leitner (Hon).
JR VET INT: 1. Joe Haman (Yam); 2. Marty Estes (Hon).
VET BEG: 1. Frank Pineda (Yam); 2. John Cascio (Kaw); 3. John Stich (Kaw); 4. Matt Arant (Kaw): 5. Jeff Reese (Suz).
VET NOV: 1. Brett Allen (Hon); 2. Don Demyan (KTM); 3. Jack Miller (Yam); 4. Larry Williams (Hon); 5. Tom Lacey (Yam).
VET INT: 1. Bruce Tebo (Hon); 2. John Langhammer (Kaw); 3. Bob Stephenson (Hon); 4. Ed Tripp (Hon); 5. Steve Williams (Hon).
VET EX-PRO: 1. Jon Zahrt (Yam); 2. Kevin Allman (Yam); 3. Ken Neitzel (Kaw);
4. Eric Casas (Yam); 5. Leo Saul (Yam).
SR BEG: 1. Mike McMillen (Kaw).
SR NOV: 1. Peter Terracciano (Kaw); 2. Jim Lavorci (Kaw).
SR INT: 1. Dan Bernardino (Suz).
SR EX: 1. Randy Anderson (Yam); 2. Bob Dunham (Yam).

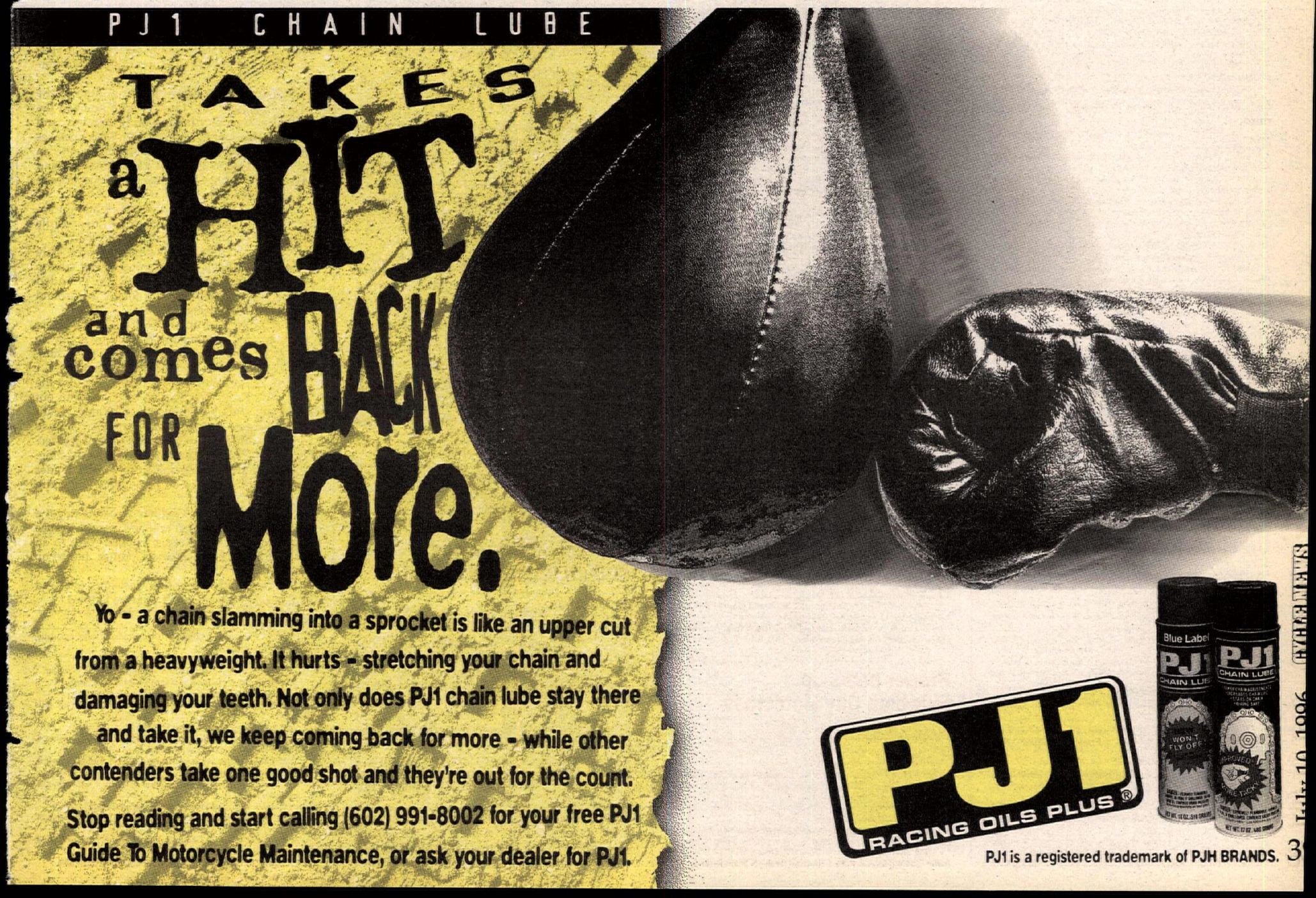
Triple doubles dazzle at Hurricane Hills MX

By George Hodkinson

MAZEPPA, MN, MAY 26
Bruce Gates, Eric Kowalik and Jason Kleppen all claimed double-victories on the first day of Hurricane Hills MX's double-header race in Mazeppa, Minnesota.

Gates won the Veteran A class and the 250cc A class with four perfect moto wins, Kowalik triumphed in 125cc B and 16- to 24-year-old B-class action with four perfect motos, and Kleppen dominated both the 16- to 24-year-old C class as well as the 125ccC.

Former professional-competitor Gates has just turned 30 and thus eligible to compete in the Vetern class. He will be a definite force to be reckoned with in upcoming races against the likes of motorcross newcomer John Martin and the rest of the still-blazing Veteran A class.



Mike Little (1) leads the 16- to 24-year-old C class at Spring Creek Motocross in Millville, Minnesota. Kevin Sidwell (910) gives chase.

Ryan Gates showed good form in the Micro Mini (7-8) class, coming out on top after being chased by Justin Rumpca and James Lorr, who finished second and third respectively.

Results

MICRO MINI (4-6): 1. John Heinlein III; 2. Ryan Dungey; 3. Cort Gregory; 4. Mike Shequen; 5. Jake Erikson.

MICRO MINI (7-8): 1. Ryan Gates; 2. Justin Rumpca; 3. James Lorr; 4. Cody Shykes; 5. Lance Gassert.

P/W: 1. John Dehn; 2. Brett Ohlan; 3. Jason Johnson; 4. Nathan Kimbal; 5. Joshua Rolbiecki.

MINI JR (7-11): 1. Adam Deal; 2. Joshua Carlson; 3. Bobby Windham; 4. Matt Powers; 5. Nathan Kimball.

MINI JR (12-13): 1. Jake Gottas; 2. Nathan Broughton; 3. Charles Barrett; 4. Collin Butze; 5. Mark Molitor.

MINI SR (14-15): 1. Matt Omann; 2. Eric Gerber; 3. Lance Jelnen; 4. Joshua Plan; 5. Pete Kiley.

OPEN MINI (10-15): 1. Eric Gerber; 2. Charles Barrett; 3. Nathan Broughton; 4. Adam Deal; 5. Joshua Plan.

YTH: 1. Dennis Eckstrom; 2. Mike Barnett; 3. Thomas Moyer; 4. Matt Omann; 5. Mike Evenson.

16-24A: 1. Garrett McLaughlin; 2. Carl Schubitzke; 3. Shawn Woodward; 4. Joe Hurd.

16-24B: 1. Eric Kowalik; 2. Ryan Megaw; 3. Todd Doroff; 4. Charles Haglund; 5. Jamey Grosser.

16-24C: 1. Jason Kleppen; 2. Jeff Folkno; 3. Edward Lejchak; 4. Brad Baumann; 5. Jason Gergen.

25+ A: 1. Bryan Hunt; 2. Todd Lentz; 3. Bruce Gates; 4. Jay Mercill; 5. Jeff Sorensen.

25+ B: 1. Jamie Storey; 2. Randy Saeger; 3. Tony Hauer; 4. Matt Ludescher; 5. Cris Cox.

25+ C: 1. Church Thompson; 2. Mark Bushmann; 3. Jeff Risch; 4. Rick Norum; 5. Doug Bohn.

VET A: 1. Bruce Gates; 2. Bryan Hunt; 3. Scott Steinle; 4. Brian Otto; 5. John Martin.

VET B: 1. Tim Hanson; 2. Mark Deal; 3. William LeClaire; 4. Randy Saeger; 5. Vincent Linders.

VET C: 1. Kelly Withem; 2. Jeff Erikson; 3. Craig Hinzman; 4. Darwin Larson; 5. John Vaneendenburg.

SR A/B 40+: 1. Brian Otto; 2. John Martin.

SR C 40+: 1. John Vaneendenburg; 2. Pat Day; 3. Brian Karlsbroten; 4. Mark Thompson; 5. Mike Quinn.

S/SR 50+: 1. Jim Deneven; 2. Richard Vanbramer.

125 A: 1. Pat Donoho; 2. Pat Ready; 3. Brian Taylor; 4. Garret McLaughlin; 5. Mike Kann.

125 B: 1. Eric Kowalik; 2. Dennis Eckstrom; 3. Ryan Megaw; 4. Bryan Kremer; 5. Todd Doroff.

125 C-1: 1. Paul Otto; 2. Mike Evenson; 3. Thor Mathison; 4. Andy Mueller; 5. Matt Cray.

125 C-2: 1. Jason Kleppen; 2. Mike Barnett; 3. Edward Lejchak; 4. Thomas Moyer; 5. Mitchell Wells.

250 A: 1. Bruce Gates; 2. Pat Ready; 3. Scott Steinle; 4. Carl Schubitzke; 5. Todd Lentz.

250 B: 1. Ryan Broughton; 2. Ron Grundhauser; 3. Eric Padelford; 4. Matt Ludesher; 5. Pat McManara.

250 C: 1. Darwin Frideres; 2. Jason Gergen; 3. Chuck Thompson; 4. Brad Bauman; 5. Jeff Folkmo.

Voss victorious at Spring Creek Motocross

By George Hodkinson
Photo by Karen Hodkinson

MILLVILLE, MN, JUNE 2

Heath Voss was victor in two the 16-to-24-year-old A and 250cc A classes at Spring Creek Motocross.

At the start of the first 16- to 24-year-old A-class moto, Junior Jackson put his YZ250 out in front and never looked back as he pulled away. Voss gated second off the start, followed by Lee Erickson and Robbie Engstrom. James Povolny got off to a poor start on his RM125, but by the third lap a three-way battle for third had developed among Erickson, Entgstrom and Povolny. By the next lap Povolny displaced both Erickson and Engstrom for third as Danny Edmonson moved through the pack for fourth. At the finish is was Jackson with a 10-second cushion on Voss, who was about the same distance in front of Povolny in third as Danny and Billy Edmonson crossed the finish line in fourth and fifth. At the start of moto two Jackson didn't show for the start as Voss grabbed the lead followed by Billy Edmonson, Engstrom, and Povolny. Povolny dumped his bike in the early going and remounted in last, and Danny Edmonson displaced Engstrom in the sand wash part of the track on lap one for third. With Voss and Billy Edmonson in first and second, Engstrom set out after Danny Edmonson for third. Edmonson faltered, letting Engstrom by and falling to ninth by moto's end. Engstrom went after Billy Edmonson and passed him on the last lap. The finishing order was Voss, Engstrom, Billy Edmonson, Povolny and Mike Luyoma.

Results

MICRO MINI (4-6): 1. John Heilein III; 2. Ryan Dungey; 3. Alex Ettsvold; 4. Derek Holtzleicer; 5. Cort Gregory.

MICRO MIN (7-8): 1. Lance Gassert; 2. Blake Reiter; 3. Brett Nagel; 4. James Lorr; 5. Cody Shykes.

P/W: 1. Teddy Maier; 2. Joseph Ettesvold; 3. John Dehn; 4. Brett Ohlan; 5. Chris Nelson.

MINI JR (7-11): 1. Kyle Potter; 2. Bobby Widman; 3. Teddy Maier; 4. Joseph Ettesvold; 5. Chris Riesenberg.

MINI JR (12-13): 1. Jake Gottas; 2. Nathan Broughton; 3. Charles Barrett; 4. Jeremy Riesenberg; 5. Mark Molitor.

MINI SR (14-15): 1. Joe Bjorge; 2. Matt Omann; 3. Ryan Schultz; 4. J. Sprague; 5. Andrew Miller.

OPEN MINI (10-15): 1. Nathan Broughton; 2. Jake Gottas; 3. Joe Bjorge; 4. Collin Butrze; 5. Charles Barrett.

YTH: 1. Courtney Sampson; 2. Chad Johnson; 3. Dennis Eckstrom; 4. Mike Barnett; 5. Matt Omann.

16-24 A: Heath Voss; 2. James Povolny; 3. Billy Edmonson; 4. Robbie Engstrom; 5. Joe Hurd.

16-24 B: 1. Josh Pangerl; 2. Eric Kowalik; 3. Luke Wiitala; 4. Jamison Day; 5. Charles Haglund.

16-24 C: 1. Mike Little; 2. Brad Bauman; 3. Kevin Sidwell; 4. Doug Rilpinen; 5. Justin Deuel.

25+ A: 1. Bruce Gates; 2. Jay Mercill; 3. Jeff Sorensen; 4. Donny Bonnickson; 5. Richard Riehn.

25+ B: 1. Jeff Netzer; 2. Patrick McNamara; 3. Troy Johnson; 4. Jack Pearson; 5. Tim Hanson.

25+ C: 1. Kenneth Conrad; 2. Chuck Thompson; 3. Paul Nonpas; 4. Mike Weiter; 5. Paul Otto.

VET A: 1. Jeff Sorensen; 2. Robert Invine; 3. Richard Riehn; 4. Gregg Yenkel; 5. Jack Parenteau.

VET B: 1. David Spizman; 2. Steven Milvestedt; 3. Rick Case; 4. Mitch Wolff; 5. Mike Nesbit.

VET C: 1. Mike Weiler; 2. Harold Gooch; 3. Steve Annen; 4. Lance Litwiller; 5. Tim Blake.

SR A/B (40+): 1. Harold Gooch.

SR C (40+): 1. David Knospe; 2. Pat Day; 3. Mike Quinn.

125 A: 1. Cory Keeney; 2. James Povolny; 3. Heath Voss; 4. Paqt Donaho; 5. Mike Ettsvold.

125 B: 1. Courtney Sampson; 2. Ben Braten; 3. Marty McDonald; 4. Georg Hannebeck; 5. Eric Kowalik.

125 C-1: 1. Andy Mueller; 2. Robert Wernberg; 3. Jamie Schert; 4. John Henderson; 5. Jason Knoll.

125 C-2: 1. Jake Beissel; 2. Paul Monpas; 3. Paul Otto; 4. Eric Allyn; 5. Danny Burferd.

250 A: 1. Heath Voss; 2. Cory Keeney; 3. Danny Edmonson; 4. Bruce Gates; 5. Billy Edmonson.

250 B: 1. David Spiman; 2. Josh Pangerl; 3. Joshua Patzzoldt; 4. Luke Wiitala; 5. Joseph Patzoldt.

250 C-1: 1. Chuck Thompson; 2. Darwin Frideres; 3. Tonyh Leconte; 4. John Lechnir; 5. Pat Peterson.

250 C-2: 1. Kory Rude; 2. Jacque Poquette; 3. Brad Bauman; 4. Lance Litwiller; 5. Anthony Peterson.

Brewer perks up Elizabeth City Motocross

By Mark Ingersoll

ELIZABETH CITY, NC, MAY 26

Troy Brewer was the 250cc A-class winner when the best riders in the region met at the Elizabeth City Motocross Club for the penultimate round of the Spring Series.

The track was perfect in the first moto, but was then deluged with rain. Since this was a double-points race, the riders who wanted to win stuck it out and braved a little mud to come home with valuable series points.

Brewer dominated the pack in the first moto, but the second-moto downpour turned the racing into a mudfest. Here, mud riders Scott Shipley and Chris Anstead came on strong for second and third respectively, but Brewer again finished first and claimed the overall win.

The real pro battle was in the 125cc A class. Brewer took the first-moto win with Terry Kennedy in second. John Edwards charged to first in the second-moto mud, but combined with his first-moto sixth that netted him no higher than fourth overall. Kennedy took second in the race with Brewer following for first and second overall, respectively.

Results

250 A: 1. Troy Brewer (Hon); 2. Chris Anstead (Hon); 3. Scott Shipley (Hon); 4. Kevin Mustain (Hon); 5. Jamie Frazier (Hon).

250 B: 1. Keith Newton (Suz); 2. Robert Talbott (Yam); 3. Jamie Schaubach (Yam); 4. Richard Pitschender (Hon); 5. Kevin Weeks (Kaw).

250 C: 1. Travis West (Hon); 2. Brandon Williams (Hon); 3. Bobby Tucker (Hon); 4. Barry Carpenter (Hon); 5. Zach Adams (Hon).

250 D: 1. Williams Lackey (KTM); 2. Clint Furrow (Hon); 3. Marty Wilson (Hon); 4. Jason Davis (Hon); 5. Joseph Katzberg (Hon).

125 A: 1. Terry Kennedy (Hon); 2. Troy Brewer (Hon); 3. Jamie Frazier (Hon); 4. John Edwards (Suz); 5. Tony Rice (Yam).

125 B: 1. Stoner Ross (Hon); 2. Danny Dailey (Hon); 3. Roger Carrico (Hon); 4. Dustin Floyd (Suz); 5. Keith Newton (Suz).

125 C: 1. Travis West (Hon); 2. Barry Shiver (Hon); 3. Ben Thompson (Suz); 4. Barry Carpenter (Hon); 5. Dwayne Thompson (Suz).

125 D: 1. William Lackey (KTM); 2. Van Ethridge (Hon); 3. Chris Bennett (Hon); 4. Joshua Fulton (Hon); 5. Tommy Anderson (Hon).

S/MINI: 1. Josh Wood (Hon); 2. Derrick Bell (Hon); 3. Isha Wood (Suz); 4. Chris Roberts (Hon); 5. Ricky Wilson (Hon).

S/MINI (12-15): 1. Josh Wood (Hon); 2. Derrick Bell (Hon); 3. Isha Wood (Suz); 4. Chris Roberts (Hon); 5. Cory Gholson (Yam).

JR MINI (7-11): 1. Todd Myers (Hon); 2. Chase Shumate (Suz); 3. Todd Myers (Hon); 4. Tommy Spelts (Yam); 5. Lance Tribble (Hon).

80 D: 1. Tony Hill (Yam); 2. Jason Whay (Yam); 3. Tripp Bernhard (Yam)

60: 1. Chase Shumate (Hon); 2. Steven Dailey (Hon); 3. Dean Day (Hon); 4. Mark Brown (Hon); 5. Billy Jones (Hon).

50 (7-8): 1. David Mitchell (KTM); 2. Tyler Shumate (Cob); 3. Jeremy Ochehere (KTM); 4. Dustin Shiver (KTM).

50 (4-6): 1. Devon Pilkington (KTM); 2. Josh Fowler (Yam); 3. Hailey Cardella (Yam).

U/L B/C: 1. Daniel Daily (Hon); 2. Stoner Ross (Hon); 3. Richard Pitschender (Hon); 4. Randy Jordan (Hon); 5. Dwayne Thompson (Hon).

25+ A: 1. Scott Shipley (Hon); 2. John Edwards (Suz); 3. Brad Crouch (Suz); 4. Doug Neighbors (Hon); 5. Dwight Fraser (Hon).

25+ B: 1. Thomas Menzel (Hon); 2. Tom Jennings (Suz); 3. James Schaubach (Hon); 4. Robert Talbott (Yam); 5. Paul Hudgins (Hon).

30+ A: 1. Scott Shipley (Hon); 2. Sonny Mitchell (Hon); 3. Brad Crouch (Suz); 4. Dwight Fraser (Hon); 5. John Monk (Yam).

30+ B: 1. Tom Jennings (Suz); 2. William Hobson (Yam); 3. Paul West (Hon); 4. Robert Moore (Hon).

30+ C: 1. Charles Flanagan (Hon); 2. Al Bender (Hon); 3. Dave Yohler (Hon); 4. Kenny Putt (Hon); 5. George Gaylo (Yam).

35+: 1. Darrel Bell (Hon); 2. Sonny Mitchell (Hon); 3. J.J. Dean (Hon); 4. Brian Tribble (Hon); 5. John Monk (Yam).

40+: 1. Sonny Mitchell (Hon); 2. Darrell Bell (Hon); 3. Greg Driscoll (Suz).

Amman the man at Firebird Sprints

By Michael Ross

CHANDLER, AZ, JUNE 2-3

A.J. Amman put his 1996 GSXR 750 up front all day long during round five of the CCS Southwest Sprint Series held at Firebird Raceway.

The Yamaha of Arizona technician collected top honors in Unlimited Supersport, Heavyweight Supersport Expert, and Heavyweight Superbike Expert. Amman also took a pair of seconds and one fourth-place trophy on an extremely hot weekend that saw temperatures push the mercury to 110 degrees.

Roger Heemsbergen had his CBR600 all painted up and ready to race, and race he did. Heemsbergen cut the fastest laps of the weekend during the Middleweight GP when he clocked a 1:09.22 on lap three of that event while leaving everybody else to wonder where he went. Heemsbergen backed up his 1:09.22 with three more laps in the 1:09s to win the 10-lap sprint by 22.6 seconds, and went on to take wins in every class he entered including all the Middleweight classes and Unlimited GP.

In the Lightweight class it was a good day for David Stansel, who won Lightweight Supersport, Superbike, Sportsman and finished a close second behind Ed Abdo in Lightweight Supertwins.

Results

U/L S/SPRT: 1. A.J. Amman (Suz); 2. Greg Perry (Kaw); 3. James Romero (Hon); 4. Rick Stratton (Hon); 5. Joseph Demko (Kaw).

H/W S/SPRT EX: 1. A.J. Amman (Suz); 2. Greg Perry (Kaw); 3. John-John Ferdinand (Suz); 4. James Cox (Yam); 5. Joseph Demko (Kaw).

H/W S/SPRT AM: 1. Steve Highland (Kaw); 2. Joseph Castillo (Suz); 3. Curt Loch (Hon); 4. Miles Smith (Hon).

M/W S/SPRT EX: 1. Roger Heemsbergen (Hon); 2. Greg Perry (Kaw); 3. James Romero (Hon); 4. John Jewett (Hon); 5. James Cox (Yam).

M/ S/SPRT AM: 1. Cass Morgan (Hon); 2. William Gates (Hon); 3. Curt Loch (Hon); 4. Ron Cowles (Hon); 5. John Ritter (Yam).

L/W S/SPRT-EX: 1. David Stansel (Kaw); 2. Leonard Kirschner (Yam); 3. Stephen Peters (Yam).

L/W S/SPRT AM: 1. Scot Welch (Kaw); 2. Scott Fisher (Hon); 3. Terry Henkels (Kaw).

U/L S/BK: 1. John Hlton (Hon); 2. A.J. Annnan (Suz); 3. Greg Perry (Kaw); 4. Thomas Hull (Duc); 5. James Romero (Hon).

H/W S/BK EX: 1. A.J. Amman (Suz); 2. James Romero (Hon); 3. Chris Blockston (Kaw); 4. Rick Stratton (Hon); 5. Fred Schell (Kaw).

H/W S/BK AM: 1. Joseph Castillo (Suz); 2. Brian Poulson (Suz); 3. Miles Smith (Hon); 4. Neal Hazelett (Suz); 5. William Pedro (Suz).

M/W S/BK EX: 1. Roger Heemsbergen (Hon); 2. Greg Perry (Kaw); 3. James Romero (Hon); 4. James Cox (Yam); 5. John Jewett (Hon).

M/W S/BK AM: 1. Cass Morgan (Hon); 2. William Gates (Hon); 3. William Bush (Hon); 4. Kevin McLeod (Hon); 5. John Ritter (Yam).

L/W S/BK EX: 1. David Stansel (Kaw); 2; Eddie Wright (Kaw); 3. Charles Mitchell (Hon); 4. Leonard Kirschner (Yam); 5. Mark Di Pietro (Yam).

L/W S/BK AM: 1. Scott Fisher (Hon).

U/L GP: 1. Roger Heemsbergen (Hon); 2. John Hilton (Hon); 3. Greg Perry (Kaw); 4. A.J. Amman (Suz); 5. Thomas Hull (Duc).

M/W GP EX: 1. Roger Heemsbergen (Hon); 2. John Jewett (Hon); 3. Rick Stratton (Hon); 4. Chris Greve (Hon); 5. Samuel Carnibucci (Hon).

M/W GP AM: 1. Cass Morgan (Hon); 2. Kevin McLeod (Hon); 3. William Bush (Yam); 4. Jason Mathew (Hon); 5. John Ritter (Yam).

L/W GP EX: 1. Joseph Shelton (Yam); 2. Troy Galloway (Hon); 3. David Stansel (Kaw); 4. Michael Noschese (Kaw); 5. Eddie Wright (Kaw).

L/W GP AM: 1. William Rueth (Suz); 2. Scott Welch (Kaw); 3. Scott Fischer (Hon); 4. Todd Chamberlain (Yam); 5. Mike Rogers (Hon).

125 GP EX: 1. Troy Galloway (Hon).

SPTSMN EX: 1. David Stansel (Kaw); 2. Eddie Wright (Kaw).

SPTSMN AM: 1. Scot Welch (Kaw).

H/W S/TW EX: 1. Thomas Hull (Duc); 2. John Hilton (Duc); 3. Davis Stansel (Kaw); 4. Eddie Wright (Kaw); 5. Robert Gonzales (Duc).

H/W S/TW AM: 1. Jason Schlutz (Hon); 2. Travis Short (Duc); 3. Charles Coyle (Kaw); 4. Ed Mendez (Duc); 5. Robert Coyle (Kaw).

L/W S/TW EX: 1. Ed Abdo (Hon); 2. David Stansel (Kaw); 3. Charles Mitchell (Hon); 4. Eddie Wright (Kaw); 5. Robert Gonzales (Duc).

L/W S/TW AM: 1. Mark Lessac (Hon); 2. Scott Fischer (Hon); 3. Andrew Lutz (Hon); 4. Joseph Mioduszewski (Kaw); 5. Edward Coons (Kaw).

SOLO GTO EX: 1. Thomas Hull (Duc); 2. A.J. Amman (Suz); 3. John Jewett (Hon); 4. John Ball (Hon); 5. Fred Schell (Kaw).

SOLO GTO AM: 1. Cory Andrews (Hon); 2. Joseph Camacho (Suzz); 3. Miles Smith (Hon); 4. Ron Cowles (Hon); 5. David Sturgess (Suz).

SOLO GTU EX: 1. Greg Perry (Kaw); 2. Mike Klein (Hon); 3. John Jewett (Hon); 4. Chris Greve (Hon); 5. Todd Fischer (Yam).

SOLO GTU AM: 1. Francis Biarro (Hon); 2. Cass Morgan (Hon); 3. John Ritter (Yam); 4. Ron Cowles (Hon); 5. Kyle McGill (Hon).

Doughty does it at Glen Helen Vintage Trial

By Matt Hilgenberg

SAN BERNARDINO, CA, JUNE 1

Old guy Rick Doughty came out on top of a three-way tie for the Modern Classic Intermediate win at round five of the American Historic Racing Motorcycle Association's Speed & Sport National Trials Series, held at Glen Helen Raceway.

Doughty piloted his Vintage Iron Beamish Suzuki to a four-point ride, equal to the scores of Arizona-based Montesa riders Ryan Dickson and Tom Rogers. Rogers had one less clean than the others, relegating him to third in the standings, while Dickson and Doughty were absolutely tied. Following AHRMA tie-breaking procedure, event promoter Starman Productions awarded the win to the oldest rider, Doughty, who had celebrated his 40th birthday a few days earlier.

There were also three riders tied for fourth place with five points apiece, all with 26 cleans. Jeff Latimer got the spot ahead of Scott Chapman and Rob Bush.

Trialmaster Jim Cameron gave the Modern Classic Experts a challenge in section nine, which was the only real "points-getter" in the trial. Traveling companions Greg Carter and Matt Parsons are always evenly matched at these events, and this time it was Carter getting the top spot, one point clear of Parsons. Another point back was Peter Thatcher, who was riding his last American trial before moving to England.

Results

PREM H/W EX: 1. Derek Belvoir (Vel) 4 points.

PREM H/W INT: 1. Gary Davis (R-E) 12.

PREM H/W NOV: 1. Steve Martin (Mat) 9; 2. Dan Wilson (BSA) 25.

PREM L/W INT: 1. Brid Caveney (Tri) 2; 2. Dee Cameron (Gre) 20.

RIGID EX: 1. Ken Dodge (Mat) 11; 2. Mike Fenner (BSA) 18.

CLSC NOV: 1. Jerry Sterrett (Bul) 27.

BEG: 1. John Pischke (Bul) 47.

MDRN CLSC EX: 1. Greg Carter (Mon) 5; 2. Matt Parsons (Bul) 6; 3. Peter Thatcher (Mon) 7; 4. David Fisher (Mon) 8; 5. Duane Stone Jr. (Bul) 16.

MDRN CLSC INT: 1. Rick Doughty (Beam) 4/27 cleans; 2. Ryan Dickson (Mon) 4/27; 3. Tom Rogers (Mon) 4/26; 4. Jeff Latimer (Hon) 5/26; 5. Scott Chapman (Kaw) 5/26; 6. Robert Bush (Bul) 5/26.

MDRN CLSC NOV: 1. Don Kelly (Yam) 4; 2. Barbara Martin (Yam) 21/21; 3. Harold Heitmiller (Mon) 21/21; 4. Keith Lynas (Oss) 25; 5. Gilbert Zavala, 27.

Moreland the most at Dutch Sport Park Motocross

By Ray Woods

BLOOMINGDALE, MI, JUNE 15

Grant Moreland destroyed the competition in the very competitive Pee-Wee Senior class at Dutch Sport Park during round two of five of the Red Bud /Dutch Sport Park series.

Cory Slavik gated first in the nearly all-Cobra field, with Rick Davis second and Moreland third. Larry Partin was holding down fourth and Adam Hardin running fifth. Moreland quickly began to pressure Davis and Slavik as they entered the sand switchbacks just after the start, and Slavik responded by laying in down in the corner holding up Davis just long enough for Moreland to get around both of them. Davis recovered to hold onto second as Slavik remounted for third. Partin and Hardin continued their race for fourth. On the fourth lap Davis grabbed big air off the tunnel jump, landing very hard and breaking his chain on his Cobra and putting him in tennis-shoe mode for the remainder of the moto. A hard-charging Josh Radi now began to pressure Slavik, as Moreland did a disappearing act on everybody. Radi made his move on Slavik in the very tricky double-double section as the rest of the field settled into their first-moto finishing positions. Moreland would take a very convincing first-moto win, with Radi second Slavik third Partin fourth and Harden fifth.

At the start of the second moto Slavik again had the holeshot. Moreland would wait this time to make his move, as he set up Slavik approaching the step-up double. Moreland cleared the setup, leaping into the lead and leaving Slavik to deal with a very aggressive Radi. These two pulled out all the stops as they matched each other jump for jump and whoop for whoop. At the flag it would be Moreland with a 30-second lead, Slavik holding on for second, Radi third, Davis fourth and Partin fifth.

Results

25+: 1. Scott Kirkpatrick (Kaw); 2. Rodney Seibert (Hon); 3. Christophr Cummings (Kaw); 4. Tim Suter (Suz); 5. Gregg Wegenke (Kaw).

30+: 1. Rodney Seibert (Hon); 2. Bogdan Skornog (Hon); 3. Tim Suter (Suz); 4. David Kwast (Yam).

35+: 1. Gordon Baird (Suz); 2. James Girard (Hon).

40+: 1. Gordon Baird (Suz).

350: 1. Jim Waterman (Hon).

500 B: 1. Brandon Peterman (Hon); 2. Lee Heiniger (Hon).

500 NOV: 1. Jeffrey Strefling (Hon); 2. Todd Papendick (Hon); 3. Brian Dalimonte (Hon); 4. Jim Schaeffer (Hon).

125 (12-15): 1. Joshua Woods (Kaw); 2. Luke Greenland (Suz); 3. Michael Ely (Suz); 4. Anthony Hunt (Yam).

125 A: 1. Michael Mensinger (Hon).

125 B: 1. Pete Sassano (Suz); 2. Steve Mancewicz (Suz); 3. Steve Radtke (Hon); 4. Ryon Dargie (Suz); 5. Paul Visscher (Hon).

125 C: 1. Jacob Vander Haar (Hon); 2. Justin Regnergs (Hon); 3. Jeremy Slater (Suz); 4. Ryan Tow (Hon); 5. Russell Ely (Hon).

16-24: 1. Jeff Vernon (Kaw).

250 OPEN A: 1. Scott Kirkpatrick (Kaw); 2. Mark Franklin (Kaw); 3. Dan Chapin (Hon); 4. Jason Lewis (Hon); 5. Mark Laughlin (Suz).

250 OPEN B: 1. Michael Hansma (Hon); 2. Chad Lloyd (Hon); 3. Robert Bowen (Kaw); 4. Bob Thomas (Kaw); 5. Bogdan Skornog (Hon).

250 OPEN C: 1. Fred Britton (Yam); 2. Ryan Tow (Hon); 3. Mark Flinn (Kaw); 4. Wes Scott (Hon); 5. William Papranec (Suz).

60: 1. Nicholas Adams (Kaw); 2. Bradley Ripple (Kaw); 3. Grant Moreland (Kaw); 4. Marc Manley (Kaw); 5. Kirk Newman (Kaw).

80 (12-15): 1. Joshua Woods (Kaw); 2. Jacob Dickerson (Hon); 3. Anthony Hunt (Yam).

80 (7-11): 1. Nicholas Adams (Kaw); 2. Bradley Ripple (Suz); 3. Robby Wheeler (Suz); 4. Marc Manley (Kaw); 5. Kirk Newman (Kaw).

80 C: 1. Mitch T. Dervin (Yam); 2. Chris Irey (Kaw); 3. Willy Vander Haar (Yam); 4. Jeff Girard (Yam); 5. Scott Klomp (Yam).

P/W JR: 1. Caleb Jorgensen (KTM); 2. Chris Rose (KTM); 3. R. Brett Wagner (LEM); 4. Brittany Partin (LEM); 5. Ivan Hays (KTM).

P/W SR: 1. Grant Moreland (Cob); 2. Corey Slavik (Cob); 3. Josh Radi (Cob); 4. Larry Partin (Cob); 5. Adam Harden.

P/W SS: 1. Tiffany Long (Yam); 2. David Kwast (Yam); 3. Rodney Bemiller (Yam); 4. Kyle Hickmott (Hon); 5. Zachary Bamberg (KTM).

Team Ellenburg handles Cathey's Creek Motocross

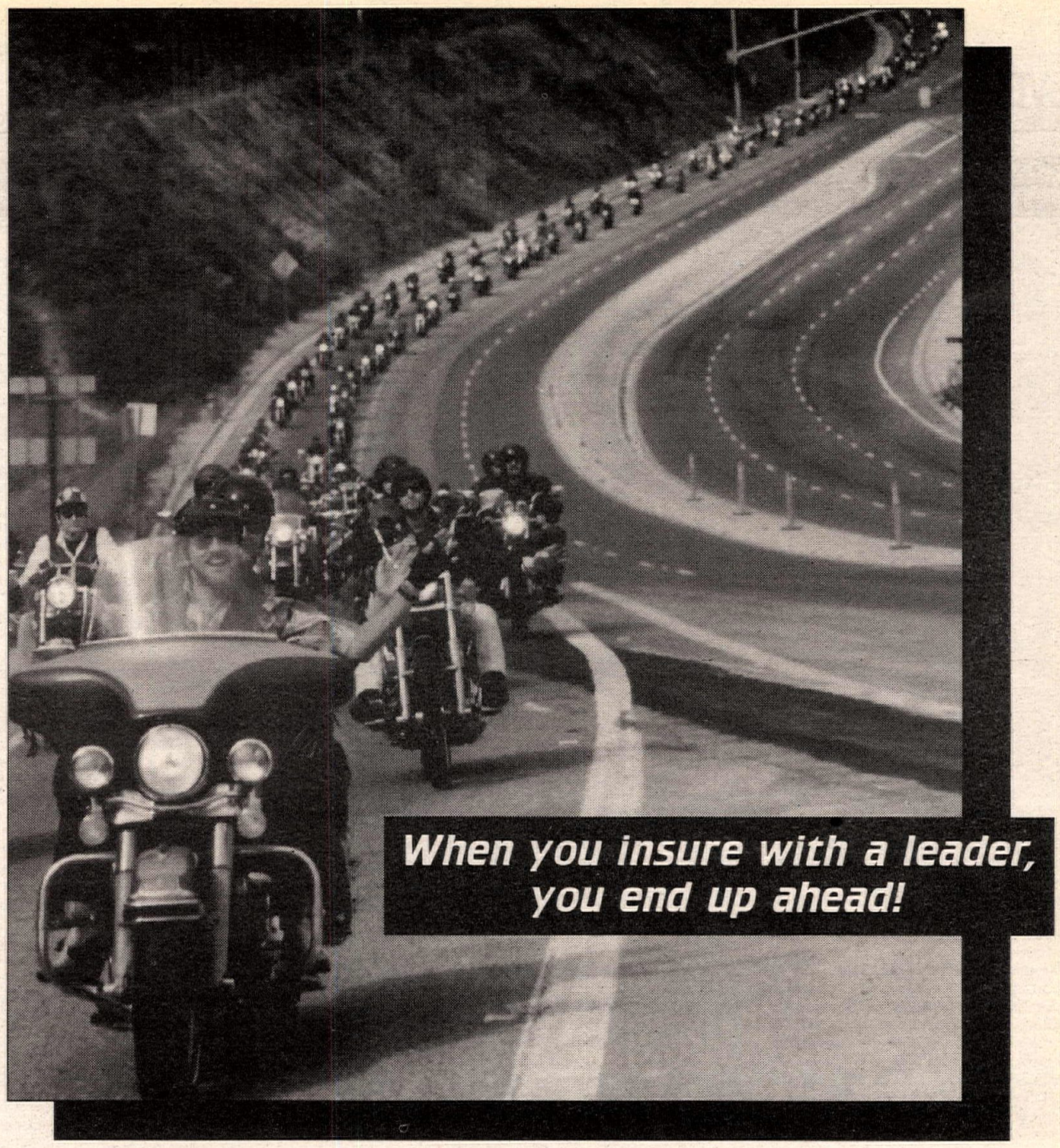
By Barbara Williams

FOREST CITY, NC, JUNE 16

Instead of a tie for Father's Day, Jimmy Ellenburg's boys gave him motocross trophies. Brandon Ellenburg earned double class wins in Junior Mini and 80cc Beginner, while older brother Aaron scored runner-up honors in 125cc C, 250cc C and Unlimited C/D at Cathey's Creek Motocross Park.

Brandon traded moto wins in Junior Mini with Kyle Justice, finishing third in round one behind Justice and Josh Queen. Queen began to experience bike troubles while racing in another class and wound up in the pits. No rider in Junior Mini finished in the same position twice, and Ellenburg's 3-1 gave him the victory over Justice's 1-3. Bryan Walker finished third overall with 4-2.

In 80cc Beginner, Brandon impressed with his total domination of the 23-rider field, scoring



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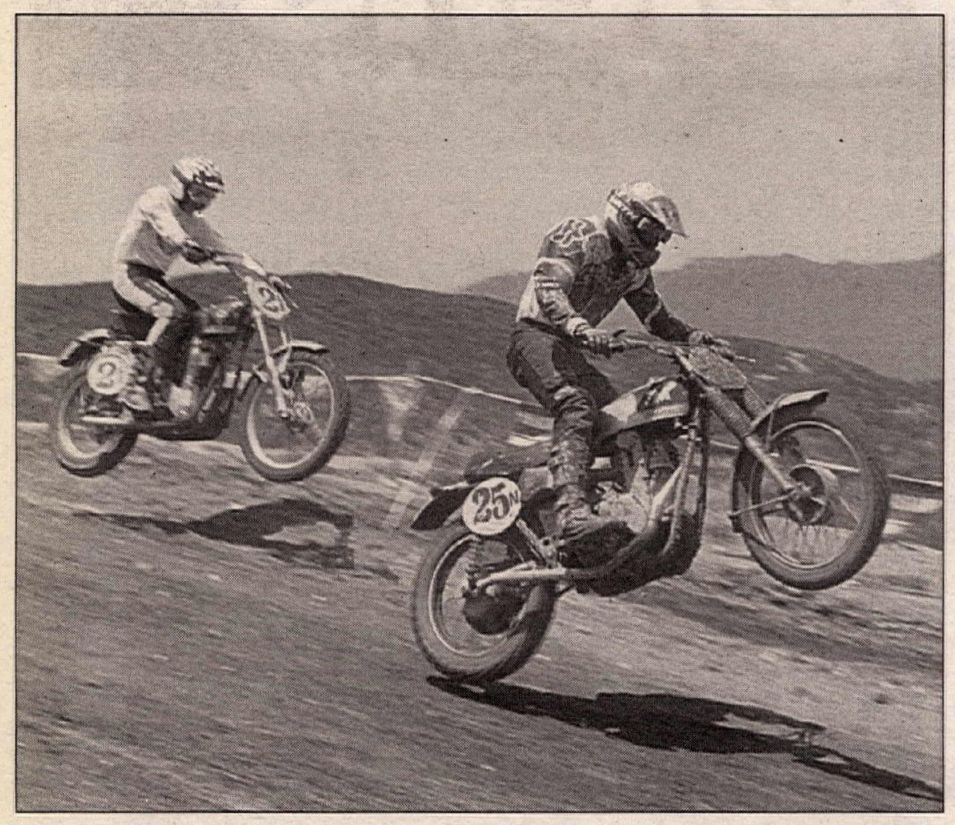


Jimmy Lewis on a very rare Matchless G50 Scrambler leads Rick Doughty at the AHRMA Vintage Iron National Motocross in San Bernardino, California.

double moto wins for the overall victory. Zack Miller notched runner-up and Matt Greene scored consistent 3s for third OA.

Aaron holeshot both 250cc C motos and led most of the way, only to be aced by Ronnie Yarbro. While Aaron was disappointed at being zapped in the last few corners, he had nothing to be ashamed of - Yarbro had been a rising star in the B classes a few years ago when his racing career was cut short by serious internal injuries suffered in competition.

"This is my first race back," Yarbro said with a grin. "I'm a little rusty, and have absolutely no endurance, but it sure feels good to be racing again."

In 125cc C, Aaron and Marty Pence mirrored Brandon and Kyle Justice's earlier results, only in reverse. Pence grabbed the win with 3-1 scores, leaving runner-up for Aaron (1-3). Lucas McDaniel, who finished a strong second to Aaron in moto one of 125cc C, had trouble with the rain-slicked Cathey's Creek clay and turned in a second-round fifth, for third overall.

In Unlimited C/D, only two riders scored the same in both motos-Pence, the winner with 2-2, and career C/D rider Jason Libera with 3-3 for third. Aaron's 4-1 earned him second place overall.

Results

50 (4-6): 1. Madison Hambright (KTM); 2. Brett Michaud (KTM); 3. Nicole Stiles (LEM); 4. Steven Houser; 5. Tyler Jolley (Yam).

50 (7-8): 1. Cameron McCoy (Hon); 2. Chris Hale (LEM).

60: 1. Aaron Nations (Kaw); 2. Matthew McCombs (Kaw); 3. Christopher Chesnee (Kaw); 4. Scott Dorman (Kaw).

80 D: 1.Brandon Ellenburg (Suz); 2. Zack Miller (Suz); 3. Matt Greene (Hon); 4. Bradley Robertson (Yam); 5. Ryan Burkett (Yam).

JR MINI: 1. Brandon Ellenburg (Suz); 2. Kyle Justice (Kaw); 3. Bryan Walker (Yam); 4. Josh Queen (Kaw); 5. Eric Dudley (Kaw).

SR MINI: 1. Travis Reagan (Kaw); 2.Doug Earls (Suz); 3. Jeremy Hill (Hon); 4. Brad Henderson (Suz); 5. Matt Blevins (Hon).

S/MINI: 1. Travis Reagan (Kaw); 2.Robert Chambers (Hon); 3. Doug Earls (Suz); 4. Brad Henderson (Suz); 5. Matt Blevins (Hon).

SCHBY: 1. Jerry Strange (Hon); 2. Robert Chambers (Hon).

125 A: 1. Tim Hodock (Hon).

125 B: 1. Jason Thompson (Kaw); 2. Luke Presnell (Hon); 3. Phillip Hayes (Suz); 4. Ken Pruett (Hon).

125 C: 1. Marty Pence (Kaw); 2. Aaron Ellenburg (Suz); 3.Lucas McDaniel (Hon); 4. Adam Patterson (Yam); 5. Derrick Fulwicker (Yam).

125 D: 1. Robert Chambers (Hon); 2. Tracy Owens (Hon); 3. Kris Brock (Suz); 4. Kevin Brock (Suz); 5.Johnny Duckworth (Hon).

250 A: 1. Tim Hodock (Hon); 2. Todd Baisden (Suz).

250 B: 1. Chad Leigh (Yam); 2. Grady Shehan (Yam).

250 C: 1. Ronnie Yarbro (Suz); 2. Aaron Ellenburg (Suz); 3. Jay Taylor (Hon); 4. Clifford Pierce (Hon); 5. Cameron Shugart (Yam).

250 D: 1. Anthony Orr (Hon); 2. Brad Wilson (Suz); 3. Larry Stephens (Kaw); 4. Joey Price; 5. Craig Tackett.

25+ A: 1. Todd Baisden (Suz); 2. Aaron Bollinger (Hon); 3. Nicky Baker (Hon); 4. Mike Padgett (Yam).

25+ B: 1. Joey Singleton (Hon); 2. Dale Woody (Hon).

25+s C: 1. Mitch Libera (Yam); 2. David Shugart (Yam); 3. Jim Miller (Hon); 4. Mark Huntsinger (Suz); 5. Keith Cornwell (Yam).

30+ A: 1. Nicky Baker (Hon).

30+ B: 1. Joey Singleton (Hon); 2. Gary Baisden (KTM).

30+ C: 1. David Shugart (Yam); 2. Mark Huntsinger (Suz); 3. David Tucker (Suz); 4. Keith Cornwell (Yam); 5. Robert Parnell (Kaw).

U/L AM: 1. Jason Thompson (Kaw); 2. Luke Presnell (Hon); 3. Dale Woody (Hon); 4. Derrick Fulwider (Yam); 5. Clifford Pierce (Hon).

U/L C/D: 1. Marty Pence (Kaw); 2. Aaron Ellenburg (Suz); 3. Jason Libera (Yam); 4. Mitch Libera (Yam); 5. Tracy Owens (Hon).

Beyer Blasts Portage ST

By Bill Holt

PORTAGE, WI, MAY 31

Bret Beyer took a short break from the National Championship campaign to stay close to hom and power his Rotax to a convincing win in the 600cc Pro class at the Canal Days-sponsored Short Track at the Portage Fairgrounds.

Beyer was a convincing winner in his heat and grabbed the lead at the flash of the green and was never headed. Behind him Steve Kasten fended off Lee Johnson, Bob Ybema and Rick Bretl for second.

The other Pro finals were just as exciting with J.R. Schnabel taking a wire-to-wire win over John Hundertmark, Brad Rosine, Mark Kornely and Rick Janus. In the 500cc Pro final Steve Kasten again fought off Lee Johnson, Rick Bretl and Giancarlo Giannini for the win.

As always, the Amateur classes kept the fans' attention throughout the evening. Dylan Vandenhoek puled out the win in the 50cc Shaft class over Derek Weber, Brock Schwartzenbacher and Dan Starter. In the 50cc Chain division it was Erick Chattier pulling away from Schwartzenbacher, Vandenhoek and Cody Wolf for the win. Jesse Janisch was the class of the 60s, besting Tyler Smolders, Jordan Jones, Blake Young, Eric Chattier and Daniel Starter.

The 80cc finals were both close races. Tyler Smolders pulled off the win in the 80cc Junior over Jesse Janisch, Mark Ziedler, Jordan Jones and Zach Wolf In the 80cc Senior final Brad Routheau found himself in front at the finish in front of Nick Hammer, Eric Ehle, Dan Mischler and Dave Schultz.

The 125/200cc Combo class belonged to T.J. Ziedler, who made short work of Erick Laning, Stephanie Welch, Justin Voight and Matt Kimmes for the win.

The 250cc Amateur final belonged to John Hundertmark, who outlasted Jeremy Deruyter, Brad Rosine, Dan Vrana and Randy Ruffi. Dan Vrana was not to be held back. When the checkers flew over the 400cc Amateur class, Vrana had held on for the win over Hundertmark, Tom Boerger, Erick Laning and Andrew Glowers.

Results

600 PRO: 1. Bret Beyer (Rtx); 2. Steve Kasten (Yam); 3. Lee Johnson (Rtx); 4. Bob Ybema (Rtx); 5. Rick Bretl (Hon).

500 PRO: 1. Steve Kasten (Hon); 2. Lee Johnson (Rtx); 3. Rick Bretl; 4. Giancarlo Giannini (Rtx).

250 PRO: 1. J.R. Schnabel (Hon); 2. John Hundertmark (Kaw); 3. Brad Rosine; 4. Mark Kornely (Hon); 5. Rick Janus (Hon).

50 A: 1. Eric Chattier (LEM); 2. Brock Schwartzenbacher (Cob); 3. Dylan Vandenhoek (M-M); 4. Cody Wolf (M-M).

50 B: 1. Dylan Vandenhoek (Yam); 2. Derek Weber (Yam); 3. Brock Schwartzenbacher (Yam); 4. Daniel Starter.

60: 1. Jesse Janisch (Kaw); 2. Tyler Smolders (Kaw); 3. Blake Young (Kaw); 4. Eric Chattier (Kaw).

80 JR: 1. Tyler Smolders (Kaw); 2. Jesse Janisch 3. Mark Ziedier (Yam); 4. Jordan Jones; 5. Zach Wolf (Kaw).

80 SR: 1. Brad Routheau (Hon); 2. Nick Hammer (Suz); 3. Eric Ehle (Yam); 4. Dan Mischler (Suz); 5. Dave Schultz (Suz).

125/200: 1. T.J. Ziedler (Yam); 2. Erick Laning (Suz); 3. Stephanie Welch (Yam); 4. Justin Voight (Suz); 5. Matt Kimmes (Suz).

250: 1. John Hundertmark (Hon); 2. Jeremy Deruyter (Hon); 3. Brad Rosine (Hon); 4. Dan Vrana (Kaw); 5. Randal Rum (Yam).

400: 1. Dan Vrana (Hus); 2. John Hundertmark (Suz); 3. Tom Boettcher (Kaw); 4. Eric Laning (Yam); 5. Andrew Glower.

500: 1. Steve Forest (Yam); 2. Giancarlo Giamini (Rtx); 3. Craig Vervoort (Hon).

OPEN: 1. Fred Pettis (H-D); 2. Mike Duvall (H-D); 3. Everett Duvall (H-D).

VET: 1. Steve Forest (Yam); 2. Tom Boerger (Kaw); 3. Mike Frankom (Yam); 4. Charlotte Waidbuesser (Rtx); 5. Jeff Wyma (Hon).

SR/VINT: 1. Fred Pettis (H-D); 2. Steve Prisk (Yam); 3. Mark Boettcher (Yam); 4. Dave Grasser (Hon); 5. Sam Gray (H-D).

Lewis leads Glen Helen Vintage Motocross

By Matt Hilgenberg

SAN BERNARDINO, CA, JUNE 2

Cycle World Magazine's Jimmy Lewis put a test bike to a real test on his way to the Premier 500cc Expert win at round seven of the American Historic Racing Motorcycle Association's Vintage Iron National MX Series, held at Glen Helen Raceway.

Lewis was riding the Team Obsolete Matchless G50 scrambler that is a replica of Bill Nilsson's 1957 World Championship machine. CRC hosted approximately 260 entries on a day that saw temperatures in the high-90s.

Moto one saw Lewis third on the start and using the early laps to adjust to a right-hand-shift bike with an up-for-first gear-change pattern. BSA Gold Star-mounted Rick Doughty led at the end of the initial lap, and continued to hold the lead under pressure from Lewis, before the Matchless rider finally grabbed the spot. Doughty stayed close behind, then regained the top spot when Lewis slowed, thinking the front axle had broken when he overjumped a jump. Lewis realized that the low-mount front fender had rotated forward slightly and was rubbing the tire, so he took off after Doughty once again.

Doughty, meanwhile, was fighting a carburetion problem which had the engine bogging severely on jump landings, but managed to ride to the moto win ahead of Lewis.

Doughty got the holeshot in moto two, and led Lewis by a narrow margin until the final lap, when Lewis squirted past and held on for the win.

Carter Collision Service's Greg Carter was another Expert with an excellent day, earning three overall victories aboard a pair of Maicos. Carter won five of the six motos en route to 250cc, 500cc and 30+ Expert honors.

Sixteen 40+ Novices hit the track, with Rick Labgold sweeping both motos on a Maico. Tom Barnett guided his Honda to second overall, ahead of the Yamaha MX360 of Chuck DeRan.

Vic Curti and Joe Crippen split moto wins in 250cc Intermediate competition, with Curti taking the second moto and the overall. New Intermediate Steve Sagely was third with a 6-4 score.

Results

PREM L/W NOV: 1. Bill Samstag (Gre).

PREM L/W INT: 1. J.D. Janiec (BSA); 2. Ryan Dee Cameron (Vel); 3. Dave Duane (Cot).

PREM L/W EX: 1. David Boydstun (Gre)

PREM 500 INT: 1. John Huegel (Ind); 2. Kelly Shane (Ari); 3. JD Janiec (Ric-AJS); 4. David Breetwor (Mat); 5. John Ford (Vel).

PREM 500 EX: 1. Jimmy Lewis (Mat); 2. Rick Doughty (BSA).

PREM OPEN TWIN NOV: 1. Al Soehrmann (Tri).

PREM OPEN TWIN INT: 1. Norm Shields (Tri-BSA); 2. Verne Elmore (Tri); 3. Ed Crowell (Mat); 4. Gerald Rogers (AJS).

PREM OPEN TW EX: 1. Gary Davis (Tri).

CLSC 125 NOV: 1. Greg Hatzenbuhler (Pen); 2. Mike Folena (Ric-Zun); 3. Ike Winchell (Mnk); 4. Russell Heck (Hus); 5. Jack Alvarado (Hus).

CLSC 125 INT: 1. Greg Berg (DKW); 2. Ron Renzulli (CZ); 3. Lee Fabry (A-E); 4. Gene Fetty (Hus); 5. Wade Quick (Hus).

CLSC 125 EX: 1. Norm Bigelow (Bul); 2. David Boydstun (Mai); 3. Allen Wenzel (Sac); 4. Tim Henry (Puc).

CLSC 250 NOV: 1. Jerry Sterrett (Bul); 2. Jim Wilson (Hus); 3. Bill Samstag (Gre).

CLSC 250 INT: 1. Verne Elmore (Oss); 2. Mike Fenner (BSA); 3. Dave Duane (AJS).

CLSC 250 EX: 1. John Le Fevre (Hus).

CLSC 500 NOV: 1. David Duvarney (Hus); 2. Jerry Sterrett (Tri); 3. Bud Hotchkiss (Bul).

CLSC 500 INT: 1. Matt Parsons (Ric-BSA); 2. Ken Markling (Hus); 3. Tom Ramey (Hus); 4. Mike Gilb (Che).

CLSC 500 EX: 1. Charlie Beck (Mai); 2. Jim Bollingmo (Ric-Tri); 3. John Le Fevre (Hus); 4. Tim Henry (Che-Tri); 5. Tom Horton (Gre).

125 NOV: 1. Joel Hanson (Hon); 2. Chris Frei (Yam); 3. Jamie Hanson (Yam).

125 INT: 1. Steve Gibson (Hon); 2. Richard Venegas (Hon).

125 EX: 1. Norm Bigelow (Hon); 2. Rich Smith (Mai).

250 NOV: 1. Tom Rogers (Hus): 2. Don Beese (Hon); 3. Jeff Snyder (Hon); 4. Randy Mattinson (Yam); 5. Jeffrey Carver (Hon).

250 INT: 1. Vic Curti (Oss); 2. Joe Crippen (Hon); 3. Steve Sagely (Hon); 4. Tom Seagroves (Pen); 5. Dennis Tooman (Hon).

250 EX: 1. Greg Carter (Mai); 2. David Fisher (Oss); 3. Randy Lewis (Ric-Mon); 4. Thad Wolff (Hon); 5. Ed Lowenberg (Bul).

500 NOV: 1. Steve Fish (CZ); 2. David Starr (Yam); 3. Don Beese (Yam); 4. Jamie Fetty (Hus); 5. Jeff Tulinius (Yam).

500 INT: 1. Jeff Mullins (Mai); 2. Matt Parsons (Mai); 3. Ryan Dickson (CZ); 4. Marc Cartwright (Pen); 5. Keith Petrangelo (BSA).

500 EX: 1. Greg Carter (Mai); 2. Mike Halpin (Mai); 3. Ed Zornes (Yam); 4. Ed Lowenberg (Bul); 5. Paul Sedler (Hus).

OPEN TW NOV: 1. Dennis Van Gundy (Ric).

OPEN TW INT: 1. Bob Del Morris (Ric-Tri).

OPEN TW EX: 1. Daryl Hambleton (Che-Tri); 2. Rick Doughty (Ric-Tri).

WMN NOV: 1. Ellen Voermans (Hon); 2. Ginger Hilgenberg (Bul).

WMN INT: 1. Erin Larsen (Hon); 2. Mindy Hambleton (Hon).

30+ NOV: 1. Tom Rogers (Hus); 2. Michael Young (Hus); 3. David Starr (Yam); 4. Don Beese (C-A); 5. Jamie Fetty (Hus).

30+ INT: 1. Joe Crippen (Hon); 2. Clark Sumner (Suz); 3. Louis Harker (CZ); 4. Ryan Dickson (CZ); 5. Tom Seagroves (Pen).

30+ EX: 1. Greg Carter (Mai); 2. Mike Halpin (Mai); 3. Thad Wolff (Hon).

40+ NOV: 1. Rick Labgold (Mai); 2. Tom Barnett (Hon); 3. Chuck DeRan (Yam); 4. Rick Wheeler (Mai); 5. Randy Mattinson (Yam).

40+ INT: 1. Randi Perkins (CZ); 2. Vic Curti (Oss); 3. Keith Petrangelo (BSA); 4. Bob Spicer (Ric-BSA); 5. Steven Bibb (BSA).

40+ EX: 1. David Fisher (Oss); 2. Randy Lewis (Ric-Mon); 3. Charlie Beck (Mai); 4. Steve Spragle (Hus); 5. Ed Zornes (Yam).

50+ NOV: 1. Wayne Rantz (Hon); 2. Ralph Porzelt (Hon); 3. Steve McLean (Hus); 4. Roger Gowin (Hus); 5. Bill Staley (Bul).

50+ INT: 1. John Huegel (Yam); 2. Terry Pratt (CZ); 3. David Metz (CZ); 4. Dennis Tooman (Hon); 5. Richard McCormick (Hon).

50+ EX: 1. Danny Davies (Tribsa).

60+ NOV: 1. Bill Staley (Bul); 2. Norm Blackmer (Kaw).

60+ INT: 1. Ed Ott (Yam); 2. George Cayssials (CZ); 3. Jim Cooke (Tra).

Bertilino blasts Shawno HM

By Bill Holt

SHAWNO, WI, MAY 26

Reed Bertilino found his way to the middle of the narrow groove and took a wire-to-wire win in the 600cc Pro Final at of the Shawno Half Mile.

Bertilino was hounded throughout by Steve Kasten, who settled for second. Behind them it was Rick Bretl, Bob Ybema and Brian Zum.

The 500cc Pro final belonged to L&B Automotive's Lee Johnson, who bested Kasten, Ybema, Bretl and David Cartwright. The 250cc final was a close battle, with Jeremy Deruyter beating out Brian Kromroy, John Hundertmark, Brian Zum and Todd Kluever for the win.

The 50cc Chain final saw Brock Schwartzenbacher take the win from Eric Chattier, Dylan Vandenhoek and Cody Wolf. The 50cc Shaft class also belonged to Schwartzenbacher, who came home in front of Vandenhoek, Derek Weber and Danny Starter.

The 60s are always fun to watch. This time it was Jesse Janisch besting Tyler Smulders, Chattier, Wolf and Derek Weber. The 80s were combined this week, and the win went to Tyler Smulders, who fended off Brad Routheau, Jesse Janisch, Eric Ehle and Willie Beaten for the win.

The 125/200cc Combo win went to Todd Kluever, who slipped by T.J. Ziedler, Randy Smith, Stephanie Welch and Eric Laning. The 250cc final took two heats to sort out. At the end of the final it was Brad Rosine out in front of Jeremy Deruyter, John Hundertmark, Todd Kluever and Keegan Iverson.

The 400s put on a good show, with Dan Vrana clinging to the win over Eric Laning, Tom Boerger, Dan Lauters and Louis Lauters. The 500cc class belonged to Steve Forest, who won over a hard-charging Giancarlo Giannini, Kye Ybema, Dave Cartwright and Dustin Crooks.

The Vet final was won by Iowa native Jeff Hawbaker, who came home in front of Scott Ketcher, Randal Ruin, Tom Boerger and Jeff Wyma. The Seniors were led home by Larry Ekes, who fought off Fred Pettis, Steve Prisk, Ellis Giannini and Al Sumner.

Results

600 PRO: Reed Bertilino (Rtx); 2. Steve Kasten (Yam); 3. Rick Bretl (Hon); 4. Bob Ybema (Rtx); 5. Brian Zurn.

500 PRO: 1. Lee Johnson (Rtx); 2. Steve Kasten (Hon); 3. Bob Ybema (Rtx); 4. Rick Bretl (Hon); 5. Dave Cartwright (Suz).

250 PRO: 1. Jeremy Deruyter (Hon); 2. Brian Kromroy (Yam); 3. John Hundertmark (Hon); 4. Brian Zurn (Hon); 5. Todd Kluever (Suz).

50 A: 1. Brock Schwartzenbacher (Cob); 2. Eric Chattier (LEM); 3. Dylan Vandenhoek (M-M); 4. Cody Wolf (M-M).

50 B: 1. Brock Schwartzenbacher (Yam); 2. Dylan Vandenhoek (Yam); 3. Derek Weber (Yam); 4. Daniel Starter (Yam).

60: 1. Jesse Janisch (Kaw); 2. Tyler Smulders (Kaw); 3. Eric Chattier (Kaw); 4. Zach Wolf (Kaw); 5. Derek Weber (Kaw).

80: 1. Tyler Smulders (Kaw); 2. Brad Routheau (Hon); 3. Jesse Janisch (Kaw); 4. Mark Ziedler (Yam); 5. Eric Ehle (Yam).

125/200: 1. Todd Kluever (Suz); 2. Randy Smith (Hon); 3. Stephanie Welch (Yam); 4. T.J. Zeidler (Yam); 5. Eric Ehle (Suz).

250: 1. Brad Rosine (Hon); 2. Jeremy Deruyter (Hon); 3. John Hundertmark (Hon); 4. Todd Kluever (Suz); 5. Keegan Iverson.

400: 1. Dan Vrana (Hus); 2. Eric Laning (Yam); 3. Tom Boerger (Kaw); 4. Dan Lauters (Suz); 5. Louis Lauters (Suz).

500: 1. Steve Forest (Yam); 2. Giancarlo Giannini (Rtx); 3. Kye Ybema (Rtx); 4. Dave Cartwright (Suz); 5. Dustin Crooks.

VET: 1. Jeff Hawbaker (H-D); 2. Scot Ketcher (Rtx); 3. Randal Ruin (Yam);4. Tom Boerger (Kaw); 5. Jeff Wyma (Hon).

SR: 1. Larry Ekes (Hon); 2. Fred Pettis, (H-D); 3. Steve Pfisk (Yam);4. Ellis Giannini (Rtx); 5. Al Sumner (Suz).

OPEN/VINT: 1. Dustin Crooks (Yam); 2. Fred Pettis (H-D); 3. Mark Boettcher (Yam); 4. Frank Bozek (BSA); 5. Cliff Ekes (H-D).

Johnson jams at Mendota Megacross

By A.J. Fallsalot

MENDOTA, IL, JUNE 8

Chad Johnson showed the Mini class around in the heat and the main at the Miller Genuine Draft, Sportland Megacross Shootout.

Japeth Suslee ran second in the main till a miscue put him in third for the evening. Darby Fowler took advantage of Suslee's misfortune and took an easy second. Anthony Weber and Ross Martin rounded out the top five.

The award for individual effort went to Andy Stacy in the 250cc A main. "Jumpin'" Junior Jackson got a good holeshot with Stacy and Sheedy in close pursuit. Jackson took an inside-out line, pushing Stacy off the track in the first corner, along with the rest of the class. With everyone bottled up, Jackson put a comfortable lead on the pack. Stacy slowly but methodically

reeled in Jackson. On the white-flag lap as Stacy was about to pounce, he drove into the berm at the end of the middle whoops section and proceeded to high-side.

Twenty-two riders showed up in the 125cc Expert class. Jackson made it a short night. The rest of the field was up for grabs. On the first lap Brandon Jeffries was running second with Alex Rossetto, Sheedy and Tim Damron in tow. In lap three Sheedy found the fast line through the whoops and passed Jerries and Rossetto for second. At the same time Damron passed Rossetto. In lap six Damron displaced Jerries to take third. Jeffries finished fourth with Rossetto fifth. Honorable mention was Joe Buskirk as he finished a strong sixth, and Tim Palka in seventh.

Results

MINI: 1. Chad Johnson (Hon); 2. Darby Fowler (Suz); 3. Japeth Suslee (Hon); 4. Anthony Weber (Suz); 5. Ross Martn (Hon).

125 EX: 1. Junior Jackson (Yam); 2. Todd Sheedy (Suz); 3. Tim Damron (Hon); 4. Brandon Jeffries (Yam); 5. Alex Rossefto (Hon).

125 AM: 1. Chris Schmulbach (Suz); 2. Tom Hoffmaster (Suz); 3. Chad Johnson (Kaw); 4. Don Hoffman (Suz); 5. Kris Dahhl (Suz).

250 EX: 1. Junior Jackson (Yam); 2. Andy Stacy (Kaw); 3. Jeff Hill (Kaw); 4. Todd Sheedy (Suz); 5. Keith Shelton (Suz).

250 AM: 1. Chris Schmulbach (Suz); 2. Dale Nafzger (Suz); 3. Matt Wilson (Hon); 4. Chris Reynolds (Kaw); 5. Keith Seeger (Hon).

25+: 1. Andy Stacy (Kaw); 2. Todd Sheedy (Suz); 3. Jeff Hill (Kaw); 4. Dave Brill (Hon); 5. Alex Rossetto (Hon).

30+: 1. Andy Stacy (Kaw); 2. Roy Nafzger (Hon); 3. Dave Brill (Hon); 4. Steve Judge (Hon); 5. Dave Pucharich (Hon).

Rosetto doubles Canyon Lake Motocross

By A.J. Waggoner

DANVILLE, IL, JUNE 15

Alex Rosetto swept the 125cc A and Over 25 classes at Canyon Lake Motocross.

Rosetto started his streak in the Over 25 class immediately, pulling the holeshot and pulling away for the first-moto win. Mike Jones and David Henry followed him in. The second moto was again a Rossetto romp with a holeshot and runaway victory. Jones was again second with Henry third.

The 125cc A class saw Rossetto holeshot and lead wire-to-wire. Dennis Dooley, Ashley Harrier and Aaron Wemple battled for the runner-up spot. Dooley held the others off till the last lap when a hard-charging Harrier came from fifth to take over second. Wemple ended fourth with Eric Trigalet fifth. The second moto was again a Rossetto holeshot and victory. Dooley and Harrier ran within a bike length the entire moto on the jump-laden track, with Harrier taking second, Dooley third and Wemple fourth.

Results

50 JR: 1. Dillon Hall; 2. Chase Robinson; 3. C. Tolin; 4. Blake Cappello.

50 SR: 1. Robert Hubbard; 2. Chad Cockrell; 3. Cody Snyder.

65: 1. Shea Knuth; 2. Travis Witherspoon; 3. Brad Wetzel; 4. Chris Sheets.

85 JR: 1. Shea Knuth; 2. Ashley Steuben; 3. John Dines.

85 SR: 1. Doug Huston; 2. Dusty Lane; 3. Ken Honn; 4. Myles Donnell; 5. Dan Huddleson.

SCHBY: 1. Justin Beland; 2. Doug Huston.

16-24: 1. Jason Hendrix; 2. Randy Schumann; 3. Ashley Harrier; 4. Josh Livvix; 5. Brian Kopp.

125 C: 1. David Schaufer; 2. Brandon Pertty; 3. Chuck Taylor; 4. Clayton Shahbaugh; 5. Fred Knollenberg.

125 B: 1. Brian Kopp; 2. David Henry; 3. Darin Bowens; 4. Tony Bender; 5. Brian Knuth.

125 A: 1. Alex Rossetto; 2. Ashley Harrier; 3. Dennis Dooly; 4. Aaron Wemple; 5. Eric Trigalet.

250 C: 1. John Wright; 2. Greg Black; 3. Shawn Reese.

250 B: 1. Joshua Livvix; 2. Chad Dolton; 3. David Foster; 4. Brian Delong; 5. David Sellers.

250 A: 1. Randy Shuman; 2. Jason Hendrix; 3. Dennis Dooley; 4. Brian Stapleton; 5. Jonathon Vail.

OPEN: 1. A.J. Waggoner; 2. Chris Kemp.

25+: 1. Alex Rossetto; 2. Mike Jones; 3. David Henry.

30+ B: 1. Frank Curly; 2. Bruce Norcutt; 3. Chris Kemp; 4. David Mallek; 5. Chris Brewington.

35+ A: 1. Charles Fritzimens.

40+: 1. Mark Lawhead; 2. Gary Shewhart; 3. Lonnie Wetzel; 4. chuck Nice; 5. Ron Dooley.

VINT: 1. Kevin Cappello; 2. Gary Shewhart; 3. Lonnie Netzel.

Reimer golden at 49er Enduro

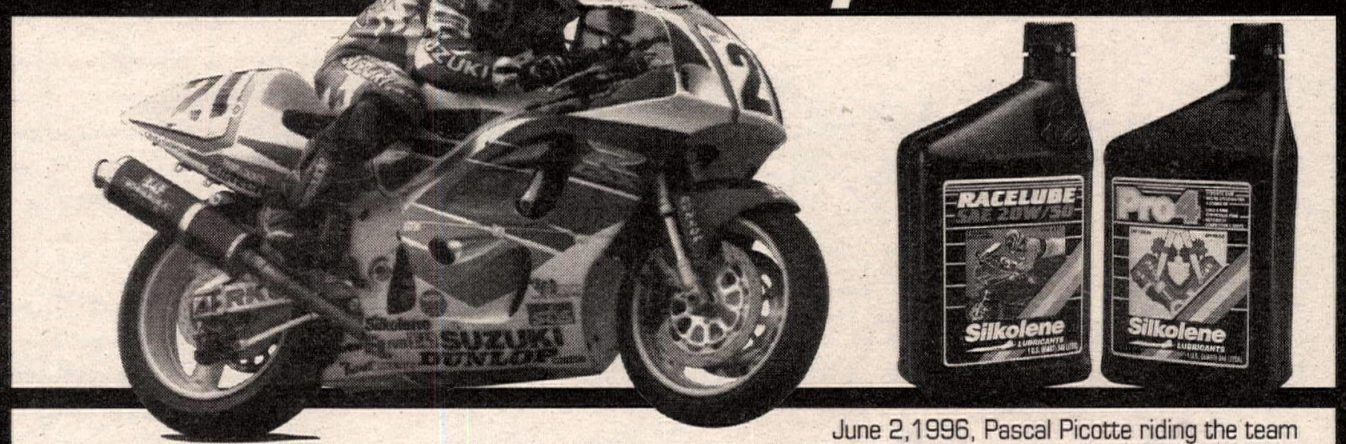
By Bill Buffington

OMO RANCH, CA, JUNE 9

Sportsman B rider Jed Reimer took the overall win at the 49er Family Enduro, losing just 0.001 tie-breaker point.

This enduro is geared to attract the novice and first-time riders and those who would not normally ride in a competitive event. The overall course length is around 50 miles with slower speed averages and less aggressive trails than a regular enduro. The course utilized existing trails and fire roads and this year the U.S. Forest Service did a great job building some new trails. Participants in this year's event were some of the first riders to use new trails that will become part of a designated trail system in the Amador Ranger District. The route contained some stretches of tight, narrow, twisty trails through the trees that gave some of the A and B riders

Silkolene Wins Superbike



June 2,1996, Pascal Picotte riding the team Yoshimura/Suzuki, GSXR 750T won the Mid-Ohio AMA Superbike National. Team Yoshimura/Suzuki relies on the the full line of Silkolene Lubricants in their winning motorcycles. Developed with factory race teams for high performance motorcycles, Silkolene Lubricants are engineered to reduce friction, therefore, producing optimum power output with maximum reliability.

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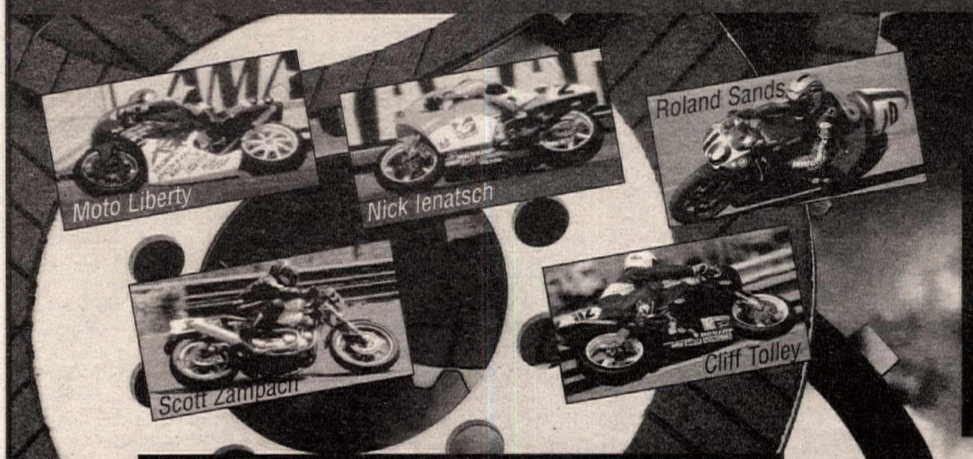

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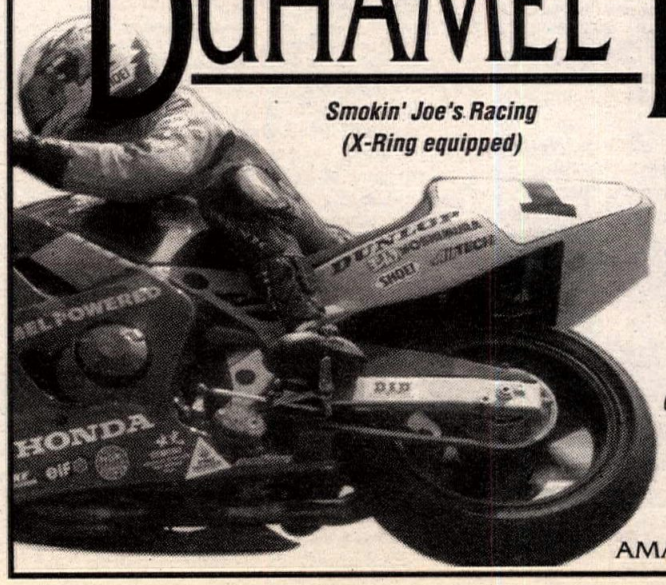

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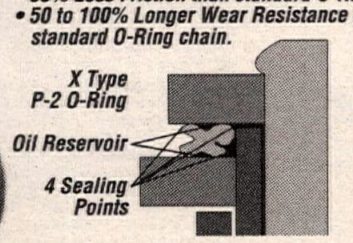

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Jeremy McGrath soars to a double moto victory in the 250cc Pro division at Perris Raceway.

something to write home about. Dry conditions made dust the number-one enemy, especially when the number-two enemy, rocks, lay just under dust clouds waiting for your front wheel.

Results

O/A: Jed Reimer (Hon).
O/A A: Vern Booth (Hon).
O/A B: Jed Reimer (Hon).
O/A C: Jeff Just.
COMB A: 1. Vern Booth (Hon); 2. Jeff Carr (Suz); 3. Chris Toman (KTM).
COMB B: 1. Jed Reimer (Hon); 2. John Penner (Hon); 3. Robert Kersey (Hon).
VET B: 1. Joe Crider (Hon); 2. Fred Budde (KTM); 3. George Vadney (Suz).
SR B: 1. Charles Stanley (Kaw); 2. John Fontaine (Hon); 3. David Baumann (Hon).
S/SR B: 1. Ken Christensen (Suz); 2. Sam White (Kaw); 3. Richard Turpin (KTM).
GTLMN B: 1. Dean Dillon; 2. Glyn Long.
125/200 COMB C: 1. Eric Warren (KTM); 2. Steve Nunally (Kaw); 3. Jarrod Holliday (Hon).
250 C: 1. Jeff Just; 2. Johnny Fontaine (Kaw); 3. Kenny Johnson (Kaw).
4-STRK 0-350: 1. Ron Edmisten (Hon); 2. John Konkle (Hon); 3. Ronald Ford (Hon).
4-STRK 351+: 1. Timothy Larson (Hon); 2. Roger Thieling (Hon); 3. Tim Fleig (Hon).
VET C: 1. Robert Comstock (Yam); 2. Steve Christen; 3. Robert Jones (Suz).
SR C: 1. Alan Plumbridge (ATK); 2. Stephen Fontaine (Hon); 3. Gary Svec (Suz).
S/SR C: 1. Chester Martin Jr. (Kaw); 2. Ronald Colombo (Hon); 3. Donald Eichman (Hon).
WMN C: 1. Sheila Roberts (Kaw); 2. Margie Jauregui (Kaw); 3. Jackie Carr (Kaw).
0-11: 1. Brian Svec (Kaw); 2. David Day (Yam); 3. Christopher Sanguinette (Kaw).
12-13: 1. Kurt Roessler (Hon); 2. Richie Turpin (Hon); 3. James West (Yam).
14-15: 1. Blake Congdon; 2. Ryan Baker (Kaw); 3. Weston Pettigrew (Hon).

Mac attacks at Perris MX

By Tony Alessi

PERRIS, CA, JUNE 8

Jeremy McGrath came out to visit his home track and sped away to a double moto victory in the 250cc Pro division during the GFI Night Series warmup held at Perris Raceway.

McGrath surprised spectators by not pulling the holeshot at the start of the Combined Pro class, instead coming off the start in fourth place aboard his box-stock CR 250cc.

Out front was E.J. Wright, followed by Don Upton and Mike Chamberlain. Wright led for two complete laps, until McGrath moved up through the field and put pressure on the leader.

Once out front McGrath railed the ruts, gassed it through the roughest sections of the track, and chewed up and spit out lapped riders like sunflower seeds while en route to the victory.

Chamberlain was second-fastest on his Pro Circuit Yamaha, while Takateru Atsuta and Wright finished third and fourth respectively. Eric Schnell and Ray Hensley rounded out the top six.

The second moto saw McGrath pull the holeshot and vanish from the field on his way to another hands-down victory. Upton was the runner-up, while most of the remaining pros were lapped by McGrath.

Results

60 FT: 1. Travis Christensen (Kaw); 2. Weston Peick (Kaw).
60 BEG: 1. Justin Hargrove (Kaw); 2. Tyson Talkington (Kaw); 3. Phillip Bruscella (Kaw); 4. Sean Borkenhagen (Kaw); 5. Matt McDaniel (Kaw).
60 NOV: 1. Kyle Foltz (Kaw).
60 INT: 1. Zac Wray (Kaw); 2. Mike Alessi (Kaw).
80 BEG: 1. Pat Terry (Yam); 2. Micky Griffin (Yam); 3. Brian Pappalardo (Yam); 4. Zac Wray (Hon); 5. Adam Bisso (Yam).
80 NOV: Nick Alvarez (Hon); 2. Anthony Bruscella (Hon).
125 BEG: 1. Jose Godinez (Suz); 2. Jerry Mason (Yam); 3. Justin Miller (Suz); 4. Christopher Avery (Yam); 5. Paul Rameriz (Suz).
125 NOV: 1. Gary Dellegatte (Yam); 2. Kenny Morris (Hon); 3. John Grucella (Hon); 4. Howey Erikson (Hon); 5. Brandon Dahlgren (Hon).
125 INT: 1. Jerry Alemann (Yam); 2. David Hughes (Suz); 3. Sean Hamblin (Yam); 4. Oscar Valdez (Suz); 5. Mike Battista (Suz).
125 PRO: 1. Mike Chamberlin (Yam); 2. Yoshitaka Atsuta (Hon); 3. E.J. Wright (Hon); 4. Eric Schnell (Suz); 5. Don Upton (Hon).
250 BEG: 1. David Sisneros (Yam); 2. Steven Harvey (Suz); 3. Gabriel Brune (Hon); 4. Mark Kettering (Kaw); 5. Todd Brown (Yam).
250 NOV: 1. Kevin Colemann (Hon); 2. Craig Williams (Hon); 3. Brett Milan (Yam); 4. Colin Yates (Suz).
250 INT: 1. Lawrence Lewis (Hon); 2. Craig McCall (Kaw).
250 PRO: 1. Jeremy McGrath (Hon); 2. Takateru Atsuta (Hon); 3. Yamada Ryuzchz (Hon).
25+ BEG: Eric Weber (Suz); 2. Mike Alvard (Yam); 3. Craig Koback (Suz); 4. Todd McCoy (Yam).
25+ NOV: 1. Greg Pierce (Yam).
30+ BEG: 1. Guff Germany (Yam); 2. Gary Thompson (Yam); 3. Charles Manhard (Yam); 4. Glenn Morris (Yam); 5. Karl Scanlan (Hon).
30+ NOV: 1. Gary Harada (Hon); 2. Charles Falk (Yam).
30+ INT: 1. Todd Gould (Suz); 2. R. Danylo (Suz).
35+ NOV: 1. Robt Pfetzing (Hon); 2. Glenn Perry (Kaw); 3. Jeffery Arzoumann (Suz).
35+ INT: 1. Jim Domann (Kaw); 2. John Atwood (Yam).
35+ EX: 1. Chad Blough (Hon).
40+: 1. Karl Scanlan (Yam); 2. Howard Erikson (Hon).

Bauer boys blast MRA MX

By Carl Davis

DELTA, OH, JUNE 8

Broc and Damon Bauer took overall victories in their respective classes while their father Eric roosted to third overall in the highly competitive Over 35 class at Delta Raceway's MRA event in Delta, Ohio.

Damon was the first Bauer to record a victory, taking the Micro (4-6) win. The youngest Bauer had the starts dialed in, grabbing both moto holeshots and motoring away from the competition.

Broc Bauer was king of the 60cc class after working his way through the pack in moto one and taking a convincing wire-to-wire win in moto two to secure the overall victory. Bauer held off Steven Carnahan and Liam Murphy as the threesome ran in tight formation throughout the race, Carnahan and Murphy finishing second and third respectively.

David Bowman rode off with the Veteran Over 35-class win, Barry Mayo finishing in a secure second. Eric Bauer put together consistent rides and nailed down third position over Jim Squire.

Jon Schmitz smashed through the Over 25 and Over 30 races, taking victories in each and claiming second-place money in the Pro class.

Results

50 (4-6): 1. Damon Bauer (Yam); 2. Cameron Martinez (Yam); 3. Wesley Squire (Yam).
50 (7-8): 1. Justin Comiskey (Yam); 2. Briton Beerbower (Kaw); 3. Adam Behringer (Yam).
50 SR: 1. Liam Murphy (Cob); 2. Joby Kaslowski (Yam); 3. Justin Comiskey (Yam).
60 (7-11): 1. Broc Bauer (Kaw); 2. Steven Carnahan (Kaw); 3. Liam Murphy (Cob).
80 BEG: 1. Matt Wilson (Hon); 2. Ryan Bennett (Kaw); 3. Nathan Meyer (Kaw).
80 NOV: 1. Ryan Richardson (Hon); 2. Chris Talkbot (Suz); 3. Mike Suman (Kaw).
125 JR: 1. Mike Mercer (Suz).
125 BEG: 1. James Parkhurst (Hon); 2. Nathan Scheid (Suz); 3. Josh Alley (Hon).
125 NOV: 1. Daniel Dermeyer (Hon); 2. Brandon Fritts (Hon); 3. Gary Fritts (Hon).
125 INT: 1. Corey Whitaker (Suz); 2. Jon Suman (Hon); 3. Jason Foldesi (Suz).
250 BEG: 1. Eric Muck (Yam); 2. Michael Radzinski (Kaw); 3. Brent Price (Suz).
250 NOV: 1. Matt Behringer (Kaw); 2. Cory Gamertsfelder (Hon); 3. Thomas Barth (Hon).
250 INT: 1. Corey Whitaker (Suz); 2. Dion Harnishfeger (Suz); 3. Dino Noworyta (Suz).
125/250 EX: 1. John Davis (Hon); 2. Jon Schmitz (Suz); 3. Jake Davis (Hon).
16-24: 1. John Davis (Hon); 2. Jon Suman (Hon); 3. Jeff Plawecki (Suz).
25+: 1. Jon Schmitz (Suz); 2. Robert Bergman (Kaw); 3. Jon Byrd (Hon).
30 +: 1. Jon Schmitz (Suz); 2. Thomas Barth (Hon); 3. Jack Barlow (Kaw).
35+: 1. David Bowman (Suz); 2. Barry Mayo (KTM); 3. Eric Bauer (Hon).
40+: 1. Carl Davis (Hon); 2. Barry Mayo (KTM); 3. Allan Vroman (Yam).
45+: 1. William Hager (Hon).
VINT 89: 1. Jay Gordinier (Hon).

Plumb pummels Budds Creek Dirt Track

By Rusty Lowry

BUDDS CREEK, MD, JUNE 8

John Plumb suceeded in doing what nobody else has this season when he beat Modern Vintage 750cc class points leader George Richtmeyer during Round 7 of the AHRMA/Classic Bike National Dirt Track Series held at Budd's Creek, Maryland.

Two heat races set the starting grid for the eight-lap feature, and Plumb grabbed the lead right from the green light. John Skinner held second positon until a dragging brake gave Richtmeyer the room he needed to slip past, after which he set his sights on Plumb.

Richtmeyer was able to steal the lead from Plumb when the two bikes entered the corners, only to have Plumb pull ahead when they accelerated onto the straights. On the white-flag lap, Richtmeyer closed in tight but lost ground when he slipped sideways exiting turn two. Plumb stayed alert and fended off a last-corner charge to take his lead across the finish line and notch his first AHRMA National win in the class.

Richtmeyer made up for his loss in the 750cc class with a win in the Classic 500/750cc on a hard-tail Triumph, passing second-place finisher Rusty Lowry at the halfway flag.

Plumb "doubled his pleasure" by also taking a win in the Modern Vintage 250cc class.

Other class winners included 1995 Dinosaur-class champion George Wills, Steve Longo in the Modern Vintage 600cc class, Gig Hamilton in the AHMRA Senior class, and John Daniels in the Classic 250cc race, during which he held off a determined Ed Marshall.

Results

DINO: 1. George Willis (H-D); 2. Bill Worthingston (Tri).
MOD VINT 600: 1. Steve Longo (Tri); 2. Blaine Hugney (Mai); 3. Robin Wilt (Hon).
MOD VINT 750: 1. John Plumb (Yam); 2. George Richtmeyer (Tri); 3. John Skinner (Tri); 4. Steve Longo (Tri); 5. Bill Blackwood (Tri).
MOD VINT 250: 1. John Plumb (Bul); 2. Vernon Caldwell (Suz); 3. Scott Kay (Bul).
CLSC 250: 1. John Plumb (Bul); 2. Ed Marshall (Tri); 3. Carl Forkey (H-D); 4. Joe Gately (Tri); 5. Scott Kay (Bul).
CLSC 500/750: 1. George Richtmeyer (Tri); 2. Rusty Lowry (H-D); 3. George Wills (H-D); 4. Pat Conroy (H-D); 5. Scott Fluck (BSA).
SR: 1. Gig Hamilton (Mai); 2. Gary Brennan (Tri).

Oxley, Castro split wins at Costa Mesa Speedway

By Elaine Jones

COSTA MESA, CA, JUNE 21

Podiums were split at Costa Mesa Speedway as "Rad" Brad Oxley won the richest race of the night, the Scratch Main, and "Fast" Ed Castro came away with the Handicap main win.

Earning direct transfers to the Scratch main were Andy Northrup, Shawn McConnell, Bobby Schwartz, Oxley on the pole, and Rob Pfetzing via the last chance qualifier.

The start was almost dead-even as all the riders cut a good gate. Oxley hit the turn and dropped down low, hugging the inside line. McConnell came from the outside and also shot down low, coming out of the corner in second position behind Oxley.

Both of these riders like to hug the PVC, and once they established themselves no one was able to get under them or around the outside. Pfetzing came up with the third position after finding the best outside line.

Oxley, McConnell and Steve Lucero started from the 50-yard line in the Handicap main. On the 40 was Northrup, Schwartz and Pfetzing. On the 30, the shortest yardage of the night, was Castro and Jake Zemke. It was all the advantage that Castro needed as he outgated Zemke and lead from start to finish.

Schwartz, the master of the gate, dropped right in behind Castro but couldn't find an opening and had to settle for second. Pfetzing kept McConnell at bay for eight laps to take the show spot.

Dean Steele and Dwayne King went up against the formidable team of Peter Lewis and Jamie Macy in the Sidecar main. Throw into the mix the new Kawasaki ZX-10 that Dirk Gardner and Doug Lynch debuted and there was some beautiful as well as exotic equipment on the track.

It was all about brute horsepower as Steele and King got the gate with John Matherson and Scott Cole in second. Matherson and Cole held on for two laps before both teams of Lewis and Macy and Gardner and Lynch passed them by. With only one lap left, the race finished with Steele and King as the victors.

Kon Baur lead the Support main from start to finish. John DeFries got past Rowley on the first lap to pick up second, and Rawley finished in third.

Results

SCR: 1. Brad Oxley (Wes); 2. Shawn McConnell (GDN); 3. Rob Pfetzing (Wes); 4. Andy Northrup (Jaw); 5. Bobby Schwartz (Wes).
HDCP MAIN: 1. Ed Castro (Wes); 2. Bobby Schwartz (Wes); 3. Rob Pfetzing (Wes); 4. Shawn McConnell (Gdn); 5. Brad Oxley (Wes).
SPPRT MAIN: 1. Kon Baur (Jaw); 2. John DeFries (Jaw); 3. Larry Rowley (Wes); 4. Danny Holt (Wes); 5. Brian Thompson (Jaw).
SDCR: 1. Dean Steele/Dwayne King (Gdn); 2. Peter Lewis/Jamie Macy (Yam); 3. Dirk Gardner/ Doug Lynch (Kaw); 4. John Matherson/Scott Cole (Yam); 5. D. Lamurealix/J. Tanner (Kaw).

Aden awesome at Lake Perris Speedway

By Elaine Jones

LAKE PERRIS, CA, JUNE 19

John Aden, the young man from the High Desert, was absolutely awesome at the Lake Perris Speedway long track Wednesday night as the speedway bikes returned for the second time in two weeks to do battle on the quarter-mile oval.

After one round of Scratch racing, Doug Nicol, Steve Lucero, Jesse Finch and Aden had each won their respective heats. In round two, things started to tighten up as Aden and Lucero were the only two to repeat. Don Odom and Lance King picked up wins, bringing the number of possible riders to six.

Round three saw Gary Hicks get things going again after having carburetor problems in round two. He finished the night with a second and first. King put together another great ride and earned his second win.

With two more heats still to run the question was whether Aden's score would stand up. Aden took no chances and again made himself the one to chase. There remained no doubt that Aden would be in the main with his three-for-three record.

Lucero finished in second but his two firsts were enough to earn him a main-event spot. The final "go" went to Nicol, and when the points were tallied King and Finch joined Aden and Lucero, each with 13 points, as did Castro and Nicol with 12.

The pole went to Castro, with Nicol in two and the undeafeated Aden in lane three. Finch drew four, and King started in five.

Lucero and Aden cut the gate expertly, Lucero getting to the corner first. Nicol established himself in the third spot, but was under pressure from King. Lucero appeared to have things well in hand, but on the white-flag lap Aden went for it and got the edge down the back straight, driving hard into three and grabbing a lead that he carried all the way to the checkered.

Lucero finished in second and King passed Castro on the second lap to claim third. Finch and Nicol rounded out the field.

Odom, Hicks, Andy Northrup, Jake Zemke, Steve Furman and Bobby Schwartz made up the Scratch Consi, and it was Hicks who showed the boys the way home by going wire-to-wire for the win. Schwartz rode in the second position until he slipped out of the groove allowing Odom, Furman, Northrup and Zemke pass.

One lap later Northrup put the moves on Furman, and emerged with the third spot behind Hicks in first and Odom in second.

Furman lead the Support main for two laps before his motor went away and allowed Rick Proger to take over the last two laps, topping John O'Neil and Charlie Cooley.

It was a race of the titans as Dean Steele and Dwayne King went head-to-head with the team

of Peter Lewis and Jamie Macy. Steele and King were quickest at the start, but it took only one lap for Lewis and Macy to take things in hand and successfully hold the Steele/King team off for the win. The show spot went to Roger Loeffers and Arnold Fimbres.

Results

SCRT: 1. John Adeta (Jaw); 2. Steve Lucero (GDN); 3. Lance King (Jaw); 4. Ed Castro (Wes); 5. Jesse Finch (Jaw).

SUP: 1. Rick Proger (Jaw); 2. Jeremy O'Neil (Jaw); 3. Charlie Cooley (Jaw); 4. Mike McCarthy (Jaw); 5. John DeFries (Wes).

SDCR: 1. Peter Lewis/Jamie Macy (Yam); 2. Dean Steele/Dwayne King (GDN); 3. Roger Loeffers/Arnold Fimbres (Kaw); 4. John Matherson/Scott Cole (Yam); 5. J. Carr/D. Votaw (Kaw).

Stavish bags Huntersville Enduro

By Kurt Shwie

HUNTERSVILLE, MN, JUNE 2

Matt Stavish was the Grand Champion at the District 23 season-opening Enduro in the small town of Huntersville.

Even though the trees were tight, the sand made Huntersville Open-class territory, as 1991 State Champion Mark Hoasek proved by capturing second place AA with 17 points. Wisconsin's Steve Narel narrowly edged out Holasek for first AA, after points officials dug deep in the rule book. Narel had also carded a 17 and tied Holasek at two emergency checks.

KDX rider Kelly Getz drove a few states north to win 200cc A class with 21 points, while Joe Zierman made sure the Overall A trophy, earned with 20 points, stayed in Minnesota.

Results

GRD CHMP: Matt Stavish (KTM).
HP A: Joe Zierman.
HP B: Matt Leebens.
HP C: Keith LeClair.
AA: 1. Steve Narel; 2. Mark Holasek; 3. Todd Mathwig; 4. John Oelkers; 5. Steve Swenson.
200 A: 1. Kelly Getz; 2. Bruce Vannatta; 3. Joe Cartwright; 4. Bill Schaleben; 5. John Dahl.
250 A: 1. Charlie Eller; 2. Larry Bergquist; 3. Jason Louden; 4. Mike Larson; 5. Todd Sigfrid.
OPEN A: 1. Robert Swift; 2. Dave Peters; 3. Grant Dilling; 4. Rob Martinson
VET A: 1. Richard McGrath; 2. Jerry Morgan; 3. Scott Delanbo; 4. Tim Anderson; 5. Dana Feal
SR A: 1. Pat Peal; 2. Duane Miller; 3. Jon Rasmussen; 4. Steve Reschke 5. Mike Adams
S/SR A: 1. Dick Carpenter; 2. Cornelus Scharphorn; 3. Hugh Black; 4. Corky Atchison.
200 B: 1. Bill Schalaben; 2. Brad Wildes; 3. Dave Jonk.
250B: 1. Dan Magnuson; 2. Jay Walen
OPEN B: 1. Randy Bedeaux; 2. Brain Grote.
SR B: 1. Mike Laplante; 2. Mark Solnitzky; 3. Ron Gerken
VET B: 1. Brian Porath; 2. Dennis Fett; 3. Bob Matschiner; 4. Mark Rapp; 5. Jerry Lund.
200 C: 1. Phil Peterson; 2. Bryce Nelson; 3. Gary Young; 4. Jo Schattschneider; 5. Dylan Debel.
250 C: 1. Paul Spriggs; 2. Brain Stahel; 3. Chris Disse; 4. Kirk Kellermann 5. Pat Adrian.
OPEN C: 1. Don Graham; 2. Bob Krueger; 3. Jeff Schroeder; 4. Todd Lind.
WMN: 1. Janet Baglien.

Krause cruises through Badgers Euroscrams

By M. Elaine Meadows

RED MOUNTAIN, CA, MAY 11-12

Paul Krause dominated both days of racing at the Badgers M.C. Mother's Day Cop Out Dual Eroscrams.

On Saturday, Krause led from start to finish, opening up a lead of as much as seven and one-half minutes, posting lap times of one minute faster than any other competitor during the course of the two-day event. His physical conditioning really payed off as his events were held during the hottest part of the day and he was charging full blast for the duration of both Saturday's and Sunday's events.

The combined Women, Mini and Super Senior contest on Saturday featured a racelong battle between Curt Casselli and Doug Chiapuzio, with Kawasaki-mounted Chiapuzio taking the win. On Sunday it was Chiapuzio leading from start to finish.

At the end of Saturday's racing the Badgers put on a kids' race for all girls and boys under 12 years of age and unable to acquire a D-37 racing license to have some fun of their own. About 25 youngsters showed up to twist the knobs. Danny Girch battled into the lead after a couple of tip-overs.

Results

OPEN EX: 1. Paul Krause (Kaw).
OPEN NOV: 1. Mark Babcock (Hon).
250 EX: 1. Steve Hengeveld (Kaw).
250 AM: 1. Mike Dion (Hon).
250 NOV: 1. Chris Dabney (Yam).
250 BEG: 1. Chad Tomas (Kaw).
VET OPEN EX: 1. Gregg Zitterkopf (Kaw).
VET OPEN AM: 1. Craig Staley (Hon).
VET OPEN NOV: 1. Kevin Cooper (Kaw).
VET 250 EX: 1. John Rudder (Yam).
VET 250 AM: 1. Don Johnson (Yam).
VET 250 NOV: 1. Michael Bandfield (Kaw).

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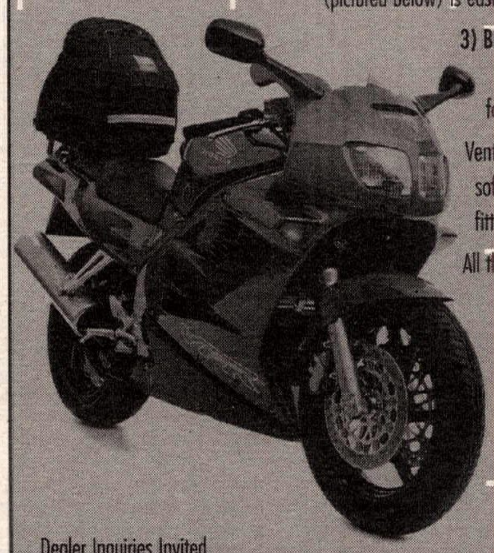

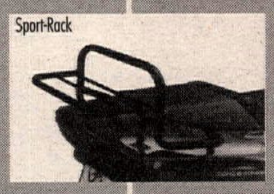

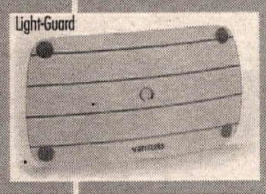

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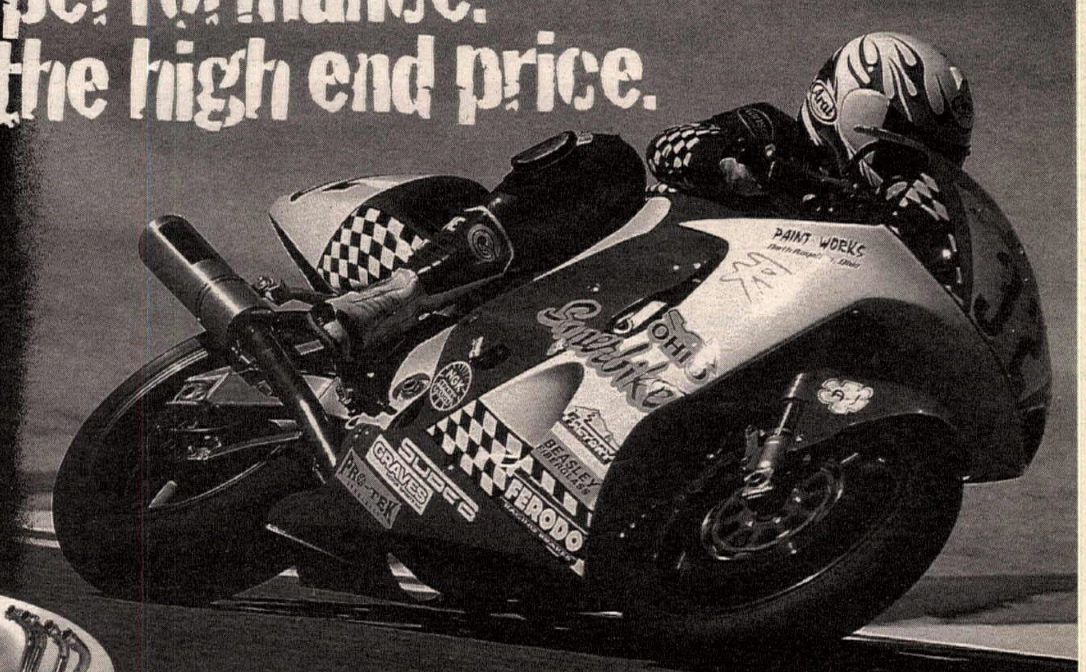

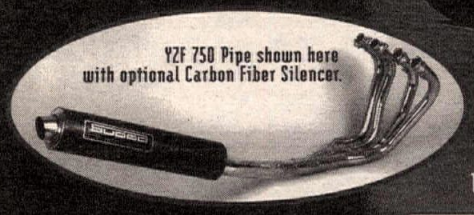

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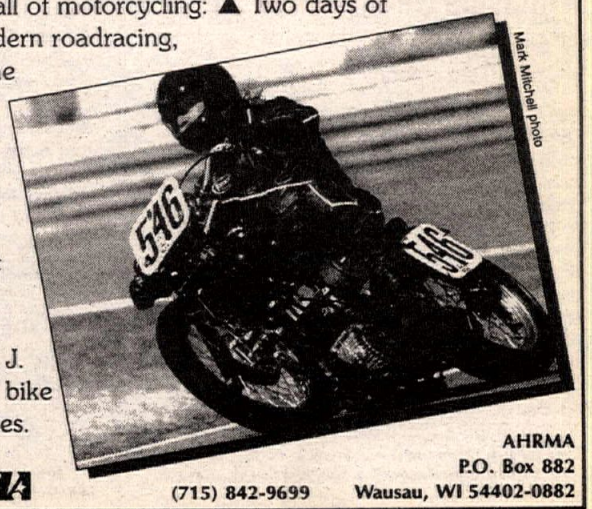
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(Left) John Fike (77) leads into turn one during Open Pro Twin racing at the VDTRA Jeeps Club Short Track National in Wichita, Kansas.
(Below left) Mickey Fay (13) looks for a way around Troy Rose (55) at the Jackson Prairie TT in Washington.

VET 250 BEG: 1. David Preston (Yam).
125 AM: 1. Dean Walker (Yam).
125 NOV: 1. Jeff Coffman (Yam).
125 BEG: 1. Alex Desantis (Hon).
MINI EX: 1. Doug Chiapuzio (Kaw).
MINI NOV: 1. Christopher Gill (Yam).
MINI BEG: 1. Laura Chiapuzio (Kaw).
SR OPEN EX: 1. Rex Staten (Kaw).
SR OPEN AM: 1. Dan Pettigrew (Hon).
SR OPEN NOV: 1. Craig Williams (Hon).
SR OPEN BEG: 1. Mark Haworth (Hon).
SR 250 EX: 1. Kevin Hasten (Yam).
SR 250 AM: 1. John Wilsten (Yam).
SR 250 NOV: 1. Brian Smith (Yam).
S/SR EX: 1. Guss Paull (Yam).
WMN EX: 1. Michelle Cassella (Kaw).
WMN AM: 1. Mary Lynn Sullivan (Kaw).
MGNM AM: 1. Art Whitney (KTM).
MGNM NOV: 1. Gregg Turk (Kaw).

Whiteside wins Wichita ST

By Mike Zbrozek
Photo by Dan Mahony

WICHITA, KS, JUNE 8-9
Kevin Whiteside took the Vintage Open Twin main-event win during the Vintage Dirt Track Racers Association Short Track National at the Wichita Jeeps Club grounds.

A record 134 entrants descended on the quarter-mile dirt track. With the sheer quantity of riders and a number of ambulance calls the heat races went on until 11 p.m. and the main-event action began in earnest around midnight.

In the Vintage Open Twin main, Whiteside made a pass to the lead in turn one to head the nine-rider field down the back straight. Behind Whiteside the current class points leader Jac Donald made a move on third-place rider Dirk Stanley and then Mike Zbrozek in lap three in an effort to run down the leader. On the white-flag lap with Whiteside firmly in control, sixth place rider Reggie Barclay got past fifth-place rider Mike Mendenhall in turn one and collected fourth-place rider Dirk Stanley, sending all three riders out. Ron Stone was the beneficiary as he moved to fourth, getting by a stunned Rodney Noel in the process.

Vintage Masters also featured lots of vigorous action as the Over 50 boys showed their stuff to an appreciative crowd. Former AMA Expert Fred Shritt moved into the lead from the green as Frank Guinn set out in pursuit of second-place Randy Whiteside. Guinn chased Whiteside hard and finally squeezed by on lap three after a heated battle. Free of Whiteside, Guinn turned up the wick, catching Shritt on lap five and driving by to take the lead. Shritt beld on to finish second with Whiteside and Tom Laird in tow.

In Open Pro Twin, Danny Cartwright continued his winning ways, snatching the lead from Tim Lindfors on the second lap and driving away.

Pro 600cc newcomer James Strome grabbed the lead early on the 11-man field and held off all challengers for several laps until Johnny Isaacs slid his BSA B50 around Strome and then several lappers to take the win. Roger Sterling was a closing third with John Fike fourth in hot pursuit.

Results

250 AM: 1. Bob Snyder; 2. Randy Hale; 3. Roy Haines; 4. Frank Guinn; 5. Bob Loucks.
600 AM: 1. Russ Briggs; 2. Roy Haines; 3. Jac Donald; 4. Mike White; 5. Bob Loucks.
OPEN TW: 1. Kevin Whitesides; 2. Jac Donald; 3. Mike Zbrozek; 4. Ron Stone; 5. Rodney Noel.
MSTR AM: 1. Frank Guinn; 2. Fred Shritt; 3. Randy Whitesides; 4. Tom Laird.
SR: 1. Johnny Isaacs; 2. Bob Loucks; 3. J.C. Clark; 4. Tommy Key; 5. Bob Ives.
250 PRO 1. Steve Nichols; 2. Bill Walker; 3. Bill Snyder; 4. Joe Gooden.
600 PRO: 1. Johnny Isaacs; 2. James Strome; 3. Roger Sterling; 4. John Fike; 5. Bill Snyder.
MSTR PRO: 1. Skip Wertz; 2. John Fike; 3. John Varbel; 4. Gerald Jessup.
OPEN PRO TW: 1. Danny Cartwright; 2. Tim Lindfors; 3. Skip Wertz; 4. John Fike; 5. Mart Holm.

Stanley, Fay clash at Jackson Prarie TT

By Clay Light

JACKSON PRARIE, WA, JUNE 14
Northwest TT specialists Dan Stanley and Mickey Fay clashed in what could have been the most closely contended Expert main event thus far in the young 1996 AMA District 27 outdoor season at the inaugural round of the Jackson Prarie TT Series.

A preview of the Experts' main event came in the first of two qualifiers. Stanley narrowly edged Fay for a win and the pole position for the main. Heat two went Chris Fitzhugh's way after he edged out Del Schnitzer. A last chance qualifier took four riders to the 12-rider, 20-lap Expert feature, won by Ron Waters after early leader Eli Price fell.

Stanley, much as he has done all season long, shot to the head of the pack at the start of the Expert/Pro-Am main event. The only difference was that instead of this being a Stanley runaway, Fay was right there to challenge his every move. Stanley rode a flawless ride, one that would earn him top payoff, beating Fay by a wheel. Jeff Annen also notched a stellar performance, nabbing third ahead of Fitzhugh and Troy Rose.

Diminutive speedster Chris Waite picked up a pair of wins in the 80cc DTX and 60/80cc Combo classes, but could only watch as Jake Holden ran away with the 80cc A main. Holden, proving his prowess on larger machines as well, scored a win in the hotly-contested 250cc A main, where he beat Suzuki rider Robert Rosie and Nick McBride Jr. to score a pair of wins.

McBride came back to top the 125cc A main to further his stranglehold on the class points lead, easily outdistancing the eight-rider field. Nick McBride Sr. also had a good night after topping the Open A main.

Kawasaki rider Nick Sellers posted a strong showing in the 60cc A main, beating Michael Rochester, and placed second to Waite in the 60/80cc Combo class.

Results

EX: 1. Dan Stanley (Rtx); 2. Mickey Fay (Rtx); 3. Jeff Annen (Rtx); 4. Chris Fitzhugh (Yam); 5. Troy Rose (Rtx).
OPEN A: 1. Nick McBride Sr. (Yam); 2. Tim Mitchell (Yam); 3. Eric Beers (Hon).
250 A: 1. Jacob Holden (Hon); 2. Robert Rosie (Suz); 3. Nick McBride Jr (Hon).
125 A: 1. Nick McBride Jr. (Hon).
80 A: 1. Jacob Holden (Hon); 2. Chris Waite (Hon); 3. Scooter Vernon (Hon).
60 A: 1. Nick Sellers (Kaw); 2. Mike Rochester (Kaw); 3. Trevor Wharton (Kaw).
50 A: 1. Breht Schnitzer (LEM); 2. Dustin Prusczinski (KTM); 3. Tyler Moore.
40+ A: 1. Tim Mitchell (Yam); 2. Dave Mahler (Hon); 3. Lee Jensen (Rtx).
30+ A: 1. Nick McBride Sr. (Yam).
250 COMB: 1. Ray DeFord (Hon); 2. Scooter Vernon (Hon).
60/80 COMB: 1. Chris Waite (Hon); 2. Nick Sellers (Kaw); 3. Timmy Ricketts (Hon).
80 DTX: 1. Chris Waite (Hon); 2. Scooter Vernon (Hon); 3. Sean Light (Suz).

Krause king of Kernville Motocross

By Ron Pocher

KERNVILLE, CA, JUNE 2
Team Green off-road star Paul "Monster" Krause was the day's big winner at the first annual Dirt Diggers M.C. Motocross held in the town of Kernville near Lake Isabella.

Krause, who one day earlier had teamed up with Ty Davis to win the Baja 500, flat ran off and hid in all four motos he participated in. The Kawasaki rider took home the hardware in both the Open Expert and Open Vet Expert classes.

One of the day's more exciting contests took place in the combined Expert Mini/Expert Women's class. Doug Chiapuzio handily won both Mini motos on his Kawasaki, but the race for second was a thriller. Colby Gulledge held second in the early stages but Kurt Caselli kept inching his way up and made a pass about a third of the way through the first moto. Gulledge retaliated on the same lap, but one lap later Caselli would use his enduro experience and return the favor in the tightest section of the course. In the second moto Gulledge pushed Caselli the whole way and the duo moved closer to the leader, but Gulledge could never make a pass and that's the way they finished.

In the Women's race Training Wheels M.C. member Susan Donaldson worked her way to first and held the lead for most of the moto. On the final lap Dianna Jasperson made a hard charge and the two riders flew off the final downhill jump grip-to-grip. Jasperson held the inside line and stuffed Donaldson in the last turn to take the first-moto win. In the second moto Donaldson held off longtime rival Michelle Cassella for the entire race to claim the overall. Donaldson then fought off Mini winner Chiapuzio to keep from being lapped and thus took an uncontested victory lap.

Results

WMN A: 1. Susan Donaldson (Hon); 2. Michelle Cassella (Kaw); 3. Dianna Jasperson (Kaw); 4. Heather Horne (Yam); 5. Denise Engstrom (Kaw).
MINI A: 1. Doug Chiapuzio (Kaw); 2. Donald Caselli (Kaw); 3.Colby Gulledge (Suz); 4. Michael Meadows (Hon).
125 A: 1. Dana Van Stee (Kaw); 2. Donald Sweaney (Hon).
250 A: 1. Tod Sciacqua (Suz); 2. Brian Sweeny (Suz); 3. Randall Moseley (Suz); 4. Jon Parks (Hon); 5. Mickell Brix (Hon).
OPEN A: 1. Paul Krause (Kaw); 2. Robert Baehr (Kaw); 3. Brent Farrell (Hon); 4. Casey Longman (Hon); 5. Jason Higgins (Kaw).
4-STRK A: 1. Sean Bradley (Hon).
250 VET A: 1. Merle Hammer (Yam); 2. Jon Parks (Hon); 3. Jeff Black (Yam); 4. Kenji Gauthier (Hon); 5. Rick Daniel (Yam).
OPEN VET A: 1. Paul Krause (Kaw); 2. Don Chipuzio (KTM); 3. Devin Carson (Hon); 4. JIm Fowler (Hon); 5. Kris Goolsby (Kaw);
250 SR A: 1. Ken Ehlers (Yam); 2. Rhett Higgins (Kaw); 3.
Nelson Hernandez (Kaw); 4. Scott Anderson (Yam); 5. Keith Jones (Kaw).
OPEN SR A: 1. Buddy Bosh (KTM); 2. Jerry Leighton (Hon); 3. Don Huddleston (Kaw); 4. Mike McGee (Kaw); 5. Larry Kleinschmidt (Yam).
MGNM A: 1. Tommy Pearl (Hon); 2. David Rogers (Kaw); 3. Ron Miller (Suz); 4. Bill Oliver (Hon); 5. Ray Bandfield (Kaw).
S/SR A: 1. Bob Miller (Hon); 2. Willie Eveland (Kaw); 3. Bud-Goosen (Hon); 4. Norm Stuart (Hon).
SDCR: 1. Peter Whitney/Scott Whitney (Hon); 2. Ed Hall/Brady Budd (Hon); 3. Mike Burns/Bob Morgan (Kaw); 4. Jeff Anders/Paul Stimson (Hon).
125 B: 1. Brian Sweany (Hon); 2. Shawn O'Brien (Suz); 3. Kevin Duncan (Yam); 4. Morgan Krawford (Kaw); 5. Ron Nozaki (Kaw).
250 B: 1. Brian Sweany (Hon); 2. Colby Begin (Kaw); 3. Jimmy Roberts (Hon); 4. MIke Dion (Hon; 5. Nick Barlow (Suz).
OPEN B: 1. John Meissner (Kaw); 2. Conrad Batham (Hon); 3. Bill Cottom (KTM).
4-STRK B: 1. Miguel Lanarella (Hon); 2. Matt Freeman (Hon).
250 VET B: 1. C.R. Brunson (Yam); 2. David Jensen (Yam); 3. Michael Banfield (Kaw); 4. Nich Young (Suz); 5. Paul Heckman (Kaw).
OPEN VET B: 1. Mark Price (Hon); 2. Harold Smith (KTM); 3. Jody Miller (Hon); 4. Craig Staley (Hon); 5. Michael Parker (Hon).
250 SR B: 1. Jack Morgan (KTM); 2. Steve Anderson (Suz); 3. Douglas Stevens (Hon); 4. Dave Meadows (Hon); 5. John Regalado (Hon).
OPEN SR B: 1. Ed Crawford (HUS); 2. Craig Humber (Yam); 3. Mike Mills (Hon); 4. Tom Marshall (KTM); 5. Kevin Durr (Kaw).
MGNM B: 1. Bill Richardson (ATK).
MINI C: 1. Craig Gulledge (Suz); 2. Jared Hernandez (Kaw).
125 C: 1. Chris Valdes (Suz); 2. Lance Stiffler (Yam); 3. Doug Chiapuzio (Yam); 4. Tim Meissner (Kaw).
250 C: 1. Chuck Kober (Suz); 2. William Potts (Suz); 3. Brett Neal (Kaw); 4. Timm Meissner (Yam); 5. Daniel Eickhott (Hus).
OPEN C: 1. Bill Jenkins (KTM); 2. Roland Bailey (Hon); 3. Brad Sims (Hon); 4. Edward Trafeant (Hon); 5. Chris Cumbo (Yam).
4-STRK C: 1. Greg Garcia (KTM); 2. Bill Gillan (Hon); 3. Sean O'Keefe (Hon).
250 VET C: 1. John Condon (Suz); 2. Brian Jordan (Hus); 3. Chris Hicks (Kaw); 4. Chris Johnson (Suz); 5. Chris Cumbo (Yam).
OPEN VET C: 1. Ed Metheny (Hon); 2. Roalnd Bailey (Hon); 3. Roy Davies (Hon); 4. Eric Weber (Yam); 5. David Hagberg (Hon).
250 SR. C: 1. Randy Armstrong (KTM); 2. Ernie Flippin (Suz); 3. Ed Doldanville (KTM).
OPEN SR. C: 1. Dan Wallace (KTM); 2. Paul Clifford (Hon); 3. Terry Caldwell (KTM).
MGNM C: 1. Richard Fanning (Kaw); 2. Tom Yates (ATK).
MINI D: 1. Nicholas Burson (Suz); 2. Dennis Davidge (Kaw); 3. Justin Reese (Suz); 4. Cody Yates (Yam); 5. Johnaton Davies (Yam).
125 D: 1. J.R. Snodgrass (Kaw); 2. John Butler (Hon);
250 D: 1. Matt Bundy (Hon); Rodney Roemmich (Yam); 3. Rodger Holder (Suz); 4. Paul Williams (Yam); 5. David D'Anza (Hon).
OPEN D: 1. Howard Glantz (Hon); 2. Tommy Gibson (Hon); 3. Adam Conley (Kaw); 4. Bill McNamara (Hon).
250 SR D: 1. Jame Narducci (Kaw); 2. Rodney Snodgrass (Kaw).

LaFavor heats up Coos Bay Speedway

By Gus Gustafson

COOS BAY, OR, JUNE 9
Once again Kevin LaFavor aboard his Kawasaki ZX7 took the 750cc Supersport-class win at Coos Bay International Speedway - can no one stop this man?

For a moment it looked as though Aaron Bean might score an upset, but Kevin strategically drafted Aaron throughout the latter half of the race, keeping him well in sight. When he saw his opening, LaFavor surged past Bean. On the last lap Bean attempted to retake first but LaFavor pulled away with the win. Currently, Kevin leads the 750 and Open Superspoirt in the points standings.

Bean has prevailed in three of the four 600cc events in which he has participated this season. It is Shon Hart, however, who has been dominating the points in this event due to making every race. The 600cc battle this day was

between these two men, who appeared to be quite evenly matched. After a successful holeshot, Shon had to chase Aaron throughout the race. Shon desperately wanted a win as he had been narrowly shut out in the 750cc and Open Supersport contests. Despite closing drives by Shon, it was Aaron who came out on top.

The Lightweight Supersport class was graced by the entry of Rema Tillit, who finished second overall during the 1995 season. Today she pitted her Honda FV500 against Carl Nagy and Stephen Pugsley. Carl and Stephen pulled away early in the race, and by the third lap it was becoming clear that Stephen aboard his roaring Honda NT650 was going to prevail in this event. While Nagy and Tillitt used a smooth cornering method, Pugsley leaned his bike over rather abruptly in the entrance to the bowl section. This method served him well as he went on to take the class win with a one-lap lead on his rivals.

Results

OPEN S/SPRT: 1. Aaron Bean (Hon); 2. Kevin LaFavor (Kaw); 3. Shon Hart (Hon); 4. Robert Underwood (Yam); 5. Patrick Sanford (Hon).

750 S/SPRT: 1. Kevin LaFavor (Kaw); 2. Aaron Bean (Hon); 3. Shon Hart (Hon); 4. Patrick Sanford (Hon).

600 S/SPRT: 1. Aaron Bean (Hon); 2. Shon Hart (Hon); 3. Patrick Sanford (Hon); 4. Stephen Pugsley (Hon).

L/W S/SPRT: 1. Stephen Pugsley (Hon); 2. Carl Nagy (Suz); 3. Rema Tillitt (Hon).

YSR: 1. Kevin LaFavor (Yam); 2. Wesley Dobias (Yam); 3. Shon Hart (Yam); 4. Ken Stanley (Yam).

Tuckett tops at Stockton ST

By Donna Hall

NEWMAN, CA, JUNE 22

Matt Tuckett took ownership of the Pee Wee Stock and Modified B classes as the Stockton Motorcycle Club continued its Short Track Series at Newman.

Tuckett has very slow starts but that is the only thing that is slow about this young man. Tuckett had to ride hard to make his passes but pass he did, with knife-sharp moves and a tight tuck on the straightaways.

Rob Damron, Danny Hart and Kevin Bricker made the race in the 14-rider main event for the Open As. A 14-rider main at Newman can be a heart-stopping event, as the track seems often to be very slick. Fortunately this evening the track was superb: nice and sticky with no dust.

The Open C main-event winner was Mark Amaro. This was good for Amaro as he has come up empty-handed too many times this season. Amaro does a good job, and showed all just how good he is this night. Marty Weisler took the second-place spot.

Levi German was back from the motocross world and was the winner of the Pro-Am Novice main. This win was not easy as German had Jeff Gabhart on his rear wheel for all 12 laps.

The Pro-Am Expert win went to Rob Damron after he made a very close pass on Mark Corsetti. Corsetti gave Damron the six inches he needed to stick his wheel in there. Damron makes these close passes and never touches the guys next to him. Corsetti picked up the second-place points, with third going to Danny Hart.

Unfortunately for the 250cc C riders, a get-off marred their evening of racing. Kenny Holland got off in the direct path of the other riders, was run over and had to take a ride to the hospital, suffering a broken hip, dislocated knee and of course the many abrasions that go along with this business. Andrew Boehan won the event with Riley Cox taking second.

Results

PRO-AM EX: 1. Rob Damron (W-R); 2. Mark Corsetti (W-R); 3. Danny HaA (W-R). 4. Frank Garcia (W-R); 5. Don Hart (W-R).

PRO-AM NOV: 1. Levi German (Hon); 2. Jeff Gabhart (Kaw); 3. Sherman Lee (Yam); 4. Bob Casey (W-R); 5. Elske Tomita (Hon).

OPEN A: 1. Rob Datnron (W-R); 2. Danny Hart (W-R); 3. Kevin Bucker (Hon). 4. Don Hart (W-R); 5. Bob Bacosa (W-R).

OPEN B: 1. Shawn Raggio (W-R); 2. Robert Peichote (Hon).

OPEN C: 1. Mark Amaro (Yam); 2. Marty Weisler (RTX); 3. Gary Rymi (W-R). 4. Shigeki Oka (Hon); 5. Jesse Vankol (Yam).

100 A: 1. Tony Meiring (Hon).

250 A: 1. Toby Jorgensen (Hon).

SCHBY: 1. Tony Meiring (Hon).

250 C: 1. Andrew Boehan (Suz); 2. Riley Cox (Yam).

KNBY C: 1. Joseph Cunnington (Kaw).

80 A: 1. Tony Meiring (Hon); 2. Danny Casey (Yam).

80 B: 1. Jared McWhirter (Hon).

80 C: 1. Ryan Wharton (Suz).

60 A: 1. Nick Moore (KTM).

60 B: 1. Corey Eaton (Kaw); 2. Stewart Barber (Kaw).

P/W STK A: 1. Michael Rinaldi (KTM).

P/W STK B: 1. Matt Tuckett (KTM).

P/W MOD A: 1. Michael Rinaldi (KTM).

P/W MOD B: 1. Matt Tuckett (KTM).

Castro conquers Speedway USA

By Mike Maher

VICTORVILLE, CA, JUNE 8

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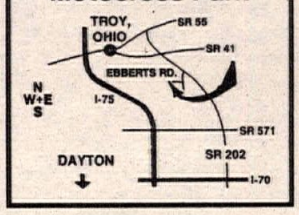

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Speedway USA as he put in another bravado performance to win the Motorcycle Scratch main event.

Castro took the lead on the start, but a collision between Walt Famum and Dustin Evans resulted in the two riders going down and the red flag coming out. On the restart Castro again took the lead and this time pulled away, with Evans eventually winning the fight for second over Farnum and Cory Rudolph finishing fourth.

In the Handicap main, 15-year-old ace Michael Hull came off the 30-yard line, dispatched Kon Baur and Aaron Nichols and went on to take the victory. Walt Farnum won the fight for second place over Castro with Evans fourth, Nichols fifth and Baur ending his race in the wall.

In the Sidecar Scratch main event, the team of Clyde Dennen and Dale Leeder ran away and hid, but behind them a dandy battle was going on for second between Peter Lewis and Jamie Macy, Ian Stewart and Chris Chapman and Joe Petrgalovic and John Abright. Petrgalovic and Abright eventually pulled out a slight lead over Stewart and Dennen with Lewis and Macy falling slightly back, and the three rigs crossed the line in that order.

The Sidecar Handicap main featured controversey and confusion as Roger Loeffers and Amold Fimbres took the lead with attempts to pass by Alan Hall and Mike Moreno and Dwayne Carmont and Richard Tading ending with sliding into the infield. Loeffers and Fimbres got the checkered but were then disqualified for dangerous riding and the win was given to Petrgalovic and Abright with Carmont and Tarting credited with second, Sturin Glass and Gary Beard third, Dennen and Leeder fourth, Hall and Moreno fifth and Loeffers and Fimbres sixth.

Results

SDCR SCR: 1. Clyde Dennen/Dale Leeder; 2. Joe Petrgalovic/John Abright; 3. Ian Stewart/Chris Chapman; 4. Peter Lewis/Jamie Macy.

SDCR HDCP: 1. Joe Petrgalovic/John Abright; 2. Dwayne Carmon/Richard Tarting; 3. Sturin Glass/Gary Beard; 4. Clyde Denne/Dale Leeder; 5. Allan Hall/Mike Moreno.

SCR: 1. Eddie Castro; 2. Dustin Evans; 3. Walt Famum; 4. Cory Rudolph.

(Left) Rob Engstrom (838), Tim Pospisil (827) and eventual winner Jim Povolny (99) battle for the lead in 16- to 24-year-old A-class A action at Hurricane Hills MX park in Mazeppa, Minnesota.
(Above) Eventual winner Ryan Dirks (591) leads the 80cc Senior class at the start.

HDCP: 1. Michael Hull; 2. Walt Farnum; 3. Eddie Castro; 4. Dustin Evans; 5. Aaron Nichols.

SUP: 1. Rick Bishop; 2. Terry McCurdy; 3. Mike Boyle; 4. Cory Rudolph; 5. Paul Hitchcock.

JR D-1: 1. Ryan Fisher; 2. Galina Miller; 3. Ace Donovan; 4. Donny Robinson.

JR D-2: 1. Jesse Little; 2. T.J. Clark; 3. Justin Boyle.

Povolny pounds Hurricane Hills Motocross

By George Hodkinson
Photo by Karen Hodkinson

MAZEPPA, MN, MAY 27

Jim Povolny was the rider no one could beat in both the 16- to 24-year-old A class and the 125cc A class on the second day of a double-header at Hurricane Hills MX park in Mazeppa, Minnesota.

In the 16- to 24-year-old A class, Povolny had his hands full with local hotshots Tim Pospisil, Rob Engstrom and Chad Sparks, who were all able to get the jump on Povolny off the starting line.

Engstrom was able to hold Povolny at bay for the first part of moto one, but once Povolny made the pass he was able to distance himself from Engstrom and the rest of the field, and swept across the finish in first place.

Engstrom took second place ahead of Sparks and Pospisil, who finished third and fourth respectively.

A real dogfight emerged in the second moto in the form of a three-way battle between Engstrom, Pospisil and Povolny for first position. It took just one tight corner to separate the three riders, as the trio went into the corner elbow-to-elbow and Povolny managed to squeeze past Engstrom and Pospisil when they collided momentarily.

Polvony pushed on to an easy win, ahead of Engstrom in second and Pospisil in third.

Thor Mathison emerged from 125cc C action as the overall winner, riding his last C race with 2-1 moto finishes.

Jake Beissel took the victory away from Mathison in moto one, but Mathison grabbed the holeshot in moto two and never looked back.

Results

MICRO MINI (4-6): 1. John Heinlein; 2. Ryan Dungey; 3. Cort Gregory; 4. Mike Shequen; 5. Mike Malachesen.

MICRO MINI (7-8): 1. Ryan Gates; 2. Justin Rumpca; 3. Cody Shykes; 4. James Lorr; 5. Jade Dungey.

P/W:1. Brett Ohlan; 2. Nathan Kimball; 3. Josh Rolbiecki; 4. Scott Laughlin; 5. Dallas House.

MINI JR (7-11): 1. John Carlson; 2. Bobby Windman; 3. Chris Riesenberg; 4. Bill Kremer; 5. Matt Power.

MINI JR (12-13): 1. Jake Gottas; 2. Charles Barrett; 3. Nathan Broughton; 4. Jacob Scholar; 5. Jeremy Riesberg.

MINI SR (14-15): 1. Eric Gerber; 2. Matt Omann; 3. Pete Kiley; 4. Joshua Plann; 5. Cameron Baird.

OPEN MINI (10-15): 1. Eric Gerber; 2. Nathan Broughton; 3. Charles Barrett; 4. Jake Gottas; 5. Jacob Scholar.

YTH: 1. Dennis Eckstrom; 2. Zach Derry; 3. Jake Beissel; 4. Matt Omann; 5. Mike Evenson.

16-24 A: 1. James Povolney; 2. Robbie Engstrom; 3. Tim Pospisil; 4. Chad Sparks; 5. Carl Schubitzke.

16-24 B: 1. Ryan Broughton; 2. Ryan Megaw; 3. Eric Padelford;4. Mike Haggen; 5. Rod Scherernann.

16-24 C: 1. Edward Schbizke; 2. Kevin Sidwell; 3. Charlie Pettee; 4. Doug Riipinen; 5. Travis Champlin.

25+ A: 1. Brian Otto; 2. Bruce Gates.

25+ B: 1. Pat McNakara; 2. Kurt Hagen; 3. Tim Hanson; 4. Robert Scott; 5. Dave Hencir.

25+ C: 1. Daniel Zollinger; 2. John Buss; 3. John Henderson; 4. Matt Neubert; 5. David Graham.

VET A: 1. Scott Steinle; 2. Brian Otto.

VET B: 1. William Krenik; 2. Tim Hanson; 3. Thor Mathison; 4. Robert Scott.

VET C: 1. Steve Annen; 2. Mike Schwenken; 3. David Graham; 4. Alan Wolf; 5. Chris Huberty.

SR C 40+: 1. John Vaneendenberg; 2. Joe Bentfield.

S/SR 50+: 1. Jim Deneven.

125A: 1. Jim Povolny; 2. Pat Ready; 3. Brent Stevenson; 4. Tom Pospisil.

125B: 1. Dennis Eckstrom; 2. Marty McDonald; 3. Mike Haggen; 4. Derek Hjelmen; 5. Jamey Grosser.

125C: 1. Thor Mathison; 2. Jake Beissel; 3. Toby Jedlicks; 4. John Buss; 5. Doug Riipinen.

250A: 1. Robbie Engstrom; 2. Scott Steinle; 3. Brent Stevenson; 4. Chad Sparks; 5. Bruce Gates.

250B: 1. Ryan Broughton; 2. William Krenik; 3. Kirk Moorehead; 4. Josh Pangerl; 5. Eric Padelford.

250C: 1. Kevin Sidwell; 2. Chad Clark; 3. Brent Mason; 4. Dan Horst; 5. Shane Faust.

Dirks dials Hillsboro MX

By Scooter Bell
Photos by Gary Hershberger

HILLSBORO, KS, JUNE 16

Ryan Dirks won the competitive 80cc Senior class at Hillsboro Motocross Park. Dirks holeshot in the first moto to hold off a fast 13-rider charge. Jesse Crow ran with Dirks, with Chance Bowersox and Phillip Williams right behind him. Dirks held on to first and Bowersox passed Crow for second. Jeremy Hitschmann pressured Williams for for fourth but could not make the pass. Cory Nelson pull up to the sixth spot.

In the second moto Dirks held on to first to take the overall win. Bowersox running in second was pushed by Hitschmann, Williams, and Nelson. Crow dropped out with mechanical problems. As Dirks held first Bowersox had his hands full with Hitschmann, Williams, and Nelson. With Crow dropping out, Bowersox held on to second with Hitschmann third, Williams fourth, and Nelson fifth.

Hometown favorite Jeff Hedden won both the 125cc and 250cc Pro classes. Hedden, who ran all of the U.S. Supercross Series, put on a great show for the Father's Day race fans. Hedden was not challenged until the second 250cc Pro moto where his brother Jon Hedden took the holeshot. Jeff passed him in the valley and as the riders moved back to the hills Jeff pulled away. The race for second was close as Marc Gifford ran with Jon Hedden until Jon pulled away in the last two laps. In the 125cc Pro motos Jeff Hedden disappeared from the rest, and Gifford ran a strong second.

Father's Day's best race came from the Vet 40 class, as the top five riders were close all day long. Daryl Walter held off the charging Harold Beavers to take the overall win. Beavers, who ran a second in the first moto, could not do better than fourth in the second moto. Jeff Backamp passed Beavers in the second moto to hold on to second in the race, but Beavers' 2-4 moto finish was good for second overall. George Stout and Rick Bachman raced hard to take the fourth and fifth spots.

Results

P/W: 1. Dusty Herring Jr. (Yam); 2. Bradley Carlson (KTM); 3. Jamie Siever (Yam); 4. Gabe Moore (LEM); 5. Jacob Truesdell (KTM).

60: 1. Gavin Moore (Kaw); 2. Dusty Herring Jr. (Kaw); 3. Blake Dunn (Kaw); 4. Faron Cotten (Kaw); 5. Jamie Brown (Kaw).

80 (7-11): 1. Dusty Herring Jr. (Suz); 2. Adam Devine (Yam).

80 (10-15): 1. Ryan Dirks (Yam); 2. Chance Bowersox (Yam); 3. Jeremy Hitschmann (Kaw); 4. Phillip Williams (Hon); 5. Cory Nelson (Suz).

SCHBY: 1. Ryan Dirks (Yam); 2. Danny Devoe (Suz); 3. Jonathan Pierce (Kaw); 4. Jeremy Hitschmann (Kaw); 5. Phillip Williams (Hon).

125 C: 1. Devin Ramsey (suz); 2. Dusty Driskill (Suz); 3. Noah King (Hon); 4. Peter Stevens (Yam); 5. Brad Carlson (Kaw).

125 B: 1. C.J. Regier (Hon); 2. Bryan Simpson (Kaw); 3. Bobby Bills (Hon); 4. Rob Lamberte (Yam).

125 PRO: 1. Jeff Hedden (Suz); 2. Marc Gifford (Yam).

250 C: 1. Jeremy Clark (Hon); 2. Darcy Sevart (Kaw); 3. Mark Schale (Yam); 4. Al Chavey (Hon); 5. Ben Keough (KTM).

250 B: 1. Bobby Bills (Yam).

250 PRO: 1. Jeff Hedden (Suz); 2. Jon Hedden (Hon); 3. Marc Gifford (Yam); 4. Steve Herschell (Kaw); 5. Dave Hicks (Hon).

VET (30+): 1. Steve Schale (Hon); 2. Greg Gilman (Hon); 3. Kevin Mans (Suz); 4. Tim Collins (Kaw); 5. Stuart Schale (Suz).

VET PRO: 1. Steve Herschell (Kaw); 2. Dave Hicks (Hon); 3. Rick Cotten (Kaw).

VET (40+): 1. Daryl Walter (Kaw); 2. Harold Beavers (Hon); 3. Jeff Beckamp (Yam); 4. George Stout (Yam); 5. Rick Bachman (Yam).

POST-VINT 5: 1. Derrick Creech (Suz); 2. Daryl Walter (Kaw); 3. Dave Benson (Suz); 4. Tim Wingfield (Hon); 5. Andy Stout (Yam).

POST-VINT 10: 1. Glen Burton (Kaw).

VINT: 1. James Higgins (Yam).

WMN OPEN: 1. Sarah Crowfoot (Kaw); 2. Kay Church (Suz); 3. Shelly Robertson (Kaw).

Aden doubles at Speedway USA

By Mike Maher

VICTORVILLE, CA, JUNE 15

John Aden pulled off a double play on Saturday night as he took victories in both the Scratch and Handicap motorcycle main events at Speedway USA.

Robbie Sauer took the early lead in the Handicap main but was soon passed by Michael Hull. Aden and Eddie Castro were coming up from the back and soon swept past Hull along with Walt Farnum. As the lead trio came around to take the checkered flag, Castro's engine blew and Farnum ended up with second place with Rick Pearce third, Hull fourth, Castro fifth and Brad and Robbie Sauer sixth and seventh.

Aden took the lead off the start in the Scratch main event and lead all the way with Farnum and Castro, on a backup bike, battling over second. Farnum finally took the second-place position over Castro and Pearce.

On the Sidecar side of the program, the team of Roger Loerers and Arnold Fimbres took the lead and managed to hold on with the rest of the pack close behind. Rob Virza and Brandon Kruse eventually broke away to finish second with Clyde Dennen and Dale Leeder third, Alan Hall and Mike Moreno fourth and Steve Morrow and Craig Maggin fifth. Bob Brayton and Parke Weaver had qualified for the main event, but in their Scratch heat Weaver was injured when the rig of Don Horsley and Jeff Medberry hit the hay bales at the start/finish line and bounced into Weaver, who suffered broken ribs in the incident and is likely to be sidelined for a while.

Results

SCR: 1. John Aden; 2. Walt Famum; 3. Eddie Castro; 4. Rick Pearce.

SDCR SCR: 1. Clyde Dennen/Dale Leeder; 2. Ian Stewart/Chris Chapman; 3. Dirk Gardner/Doug Lynch; 4. Peter Lewis/Jamie Macy.

HDCP: 1. John Aden; 2. Walt Famum; 3. Rick Pearce; 4. Michael Hull; 5. Eddie Castro; 6. Brad Sauer; 7. Robbie Sauer.

SDCR HDCP: 1. Roger Loeffers/Amold Fimbres; 2. Rob Virza/Brandon Kruse; 3. Clyde Dennen/Dale Leeder; 4. Alan Hall/Mike Moreno; 5. Steve Morrow/Craig Maggin.

SUP: 1. Bryan Thompson; 2. Terry McCurdy; 3. Mike Boyle; 4. Aaron Nichol; 5. Rick Bishop; 6. Robbie Lee.

Aden doubles at Speedway USA - again

By Mike Maher

VICTORVILLE, CA, JUNE 22

Scoring a double, winning both main events, is a rare feat in speedway but John Aden has now accomplished it two weeks in a row as he again won both the Scratch and Handicap main events at Speedway USA.

In the Handicap main, Aden and "Fast Eddie" Castro came off the back yard lines and sliced through the field to emerge at the front of the pack. Castro's bike pulled up lame and Aden went on to win unchallenged over Dustin Evans and Michael Hull.

Aden took the lead at the start of the Scratch main event and simply walked away from the field, taking the win over Evans, Kon Baur and Robbie Sauer.

In Sidecar action the team of Clyde Dennen and Dale Leeder won a dynamite Handicap main event that saw several teams challenging for the top spot before Dennen and Leeder swept around on the outside for the victory with Steve Stanton and Jack Straw second and Rob Virza and Brandon Kruse third.

In the Scratch main Peter Lewis and Jamie Macy took the lead at the start and held it all the way, but behind them a fierce three-way battle was going on for second with Dennen and Leeder finally nipping out Stanton and Straw.

Josh May put on a great show in the Support-class main as he came from the back to take the victory over Rick Bishop, Terry McCurdy and Mike Boyle.

Results

SDCR SCR: 1. Peter Lewis/Jamie Macy; 2. Clyde Dennen/Dale Leeder, 3. Steve Stanton/Jack Straw; 4. Ian Stewart/Chris Chapman.

SDCR HDCP: 1. Clyde Dennen/Dale Leeder; 2. Steve Stanton/Jack Straw; 3. Rob Virza/Brandon Kruse; 4. Duane Carmont/Richard Tarting; 5. Ian Stewart/ChrisChapman.

SCR: 1. John Aden; 2. Dustin Evans; 3. Kon Baur; 4. Robbie Sauer.

HDCP: 1. John Aden; 2. Dustin Evans; 3. Michael Hull; 4. Robbie Sauer; 5. Kon Baur.

SUP: 1. Josh May; 2. Rick Bishop; 3. Terry McCurdy; 4. Mike Boyle; 5. Paul Hitchcock.

Seitz snatches win at Cheyenne Motocross

By Stacy Jensen

CHEYENNE, WY, JUNE 2

Matt Seitz put his Honda into the winner's circle after facing a fierce field of competitors in the Open Novice class at the Cheyenne Cycle Club/Sports Riders Association of Colorado event.

Seitz matched his motocross experience with that of 46 other riders who were looking for glory. As 40 riders headed into the first turn in the main event, Ken Vettraino grabbed the holeshot and the lead with Seitz, Wilson, Rich Langren and Doug O'Neill rounding out the top five as riders headed up the stairsteps. Along the back section of the track Steve Milacek made his bid for a spot and moved pass O'Neill to take fifth. At the tabletop jump Vettraino was holding onto his lead by a hair with little more than a fraction of an inch between riders and bikes as Seitz pressed at every opportunity. When Vettraino swung around to head down the ski jump, Seitz moved to first by turning the section into a drag strip. Bob Ketchum and Virgil Sampson both managed to get around Milacek. Going up the stairs in the second lap Seitz and Vettraino began to open up a lead over third place. During the third lap Ketchum moved to third with a sweet pass on O'Neill. At the end Seitz had a three-second lead over Vettraino, Sampson had moved to third with O'Neill in fourth and Ketchum was fifth. Wilson, who had a great qualifying run and good position out of the gate experienced bike problems or fatigue and finished with a disappointing 21st.

Results

50 NOV: 1. Thomas Suman (Cob); 2. Michael Henderson (LEM); 3. Kyle Cohrs (KTM); 4. Taylor Harmon Cobra); 5. Cameron Phelan (Cob).

P/W NOV: 1. Kyle Stroud (Kaw); 2. Zachry Saathoff (Kaw); 3. Derek Brewster 4. Vince Montelone (Kaw); 5. Michael Carder (Kaw).

P/W AM: 1. Matt Burris (Kaw); 2. James Ruiez (Kaw); 3. Brad Alarid (Suz); 4. Trever Monks (Kaw); 5. Chris Flesia (Kaw).

MINI NOV: 1. Josh Saathoff (Kaw); 2. Zach Sisch (Kaw); 3. Bobby Van Zuiden (Hon); 4. Russ Kleensang (Hon); 5. Blaine Zulian (Kaw).

MINI AM: 1. Clint Huff (Kaw); 2. Clifton Stroud (Yam); 3. Nathan Myers (Kaw); 4. Tyler Walker (Yarn); 5. Kevin Head (Suz).

MINI EX: 1. Scott Burris (Kaw); 2. Andrew Short (Kaw); 3. Doug Levitt; 4. Brandon Hightower (Yam); 5. Josh Murphy (Suz).

OPEN MINI: 1. Andrew Short (Kaw); 2. Adam Nazarenus (TM); 3. Richard Davidson (Kaw); 4. Josh Murphy (Suz); 5. Todd Ball (Kaw).

125 NOV: 1. Mike Welty (Hon); 2. Ken Cooper (Yarn); 3. Robin Holiday (Hon); 4. Brian Lucero (Kaw); 5. Craig Fulmer (Kaw).

125 AM: 1. Erik Janssen (Kaw); 2. Jarrod Fessler (Suz); 3. Kevin Hall (Kaw); 4. Jim McChesney (Hon); 5. Mike Matheny (Kaw).

(Right) Paul Lindsey (937) chases Chad Wallaston (23) during Open Pro motocross action in Cheyenne, Wisconsin. (Below right) Alex Zapata (861), winner of the second 250cc moto and the overall, leads a pack of riders through the corner in the combined 125/250cc Novice race held at Glen Helen Raceway in San Bernardino, California. Casey Gould (hidden) went 1-1 in the 125cc motos to take the 125cc Novice victory.

125 PRO: 1. Andy Atkins (Kaw); 2. Paul Lindsey (Kaw); 3. Jeremy Hinrichs (Kaw); 4. Chad Wollaston (Yam); 5. Lane Swink (Kaw).

250 NOV: 1. Steve Prescott (Hon); 2. Dustin Marsh (Suz); 3. Luther Burch (Yam); 4. Ken Vittraino (Yam); 5. Mike Scott (Suz).

250 AM: 1. Nic Travis (Kaw); 2. Ted Stutz (Kaw); 3. Russell Moore (Hon); 4. Trent Schisp (Kaw); 5. Rodney Kuntz (Kaw).

250 PRO: 1. Kip Sandell (Yam); 2. Andy Atkins (Kaw); 3. Chad Wollasten (Yam); 4. Derek Brown (Kaw); 5. Paul Lindsey (Kaw).

OPEN NOV: 1. Matt Seitz (Hon); 2. Ken Vettraino (Yam); 3. Virgil Sampson (Suz); 4. Doug O'Neill (Yam); 5. Bob Ketchum (Yam).

OPEN AM: 1. Josh Perriton (Kaw); 2. Mark Borgen (Kaw); 3. Jim McChesney (Hon); 4. Alan Angelopulos (Hon); 5. Russell Moore (Hon).

OPEN PRO: 1. Kip Sandell (Yam); 2. Wayne Balliett (Yam); 3. John Merwin (Hon); 4. Kevin Foley (Yam); 5. Scott Fultcher (Yam).

VET NOV: 1. Carl Fritzsche (Yam); 2. Ricky Hughes (Hon); 3. Luther Burch (Yam); 4. Mike Burke (Hon); 5. Ken Cooper (Yam).

VET AM: 1. James Volmer (Yam); 2. Joe Arnold (Kaw); 3. Jeff Quenzer (Yam); 4. Chris Domer (Suz); 5. Randy Schumard (Hon).

SR NOV: 1. Doug Hardin (Yam); 2. Robert Gissell (Yam); 3. David Paine (KTM); 4. Mike Goodwin (Hon); 5. Greg Sheldon (Suz).

SR AM: 1. Jeff George (Suz); 2. Glade Hill (Yam); 3. Jim Wyman (Suz); 4. Dale Winczewsld (Yam); 5. Sam Hopper (Yam).

SR EX: 1. Shawn Smith (Yam); 2. Dwight Catalono (Yam); 3. Mark Poindexter (Yam); 4. Dan Greenwood (Yam); 5. Noris Sanchez (Yam).

S/SR: 1. Edgar Perriton (Hon); 2. Byron Wolf (Yam); 3. Gary Shirhmizi (Yam); 4. John Bravers (Hon); 5. Bart Kellogg (Kaw).

WMN NOV: 1. Cheryl Place; 2. Dawn Winzewski (Yam); 3. Marsha (Kaw); 4. P. J. Gaillard (Suz); 5. Nancy Burdon (Kaw).

OPEN NO-PRO: 1. Travis Riley (Kaw); 2. Chad Zulian (Kaw); 3. Mark Head (Suz); 4. Devin Lackey (Hon).

The deal is sweet for Gould at Glen Helen Motocross

By Robert Van Damme

SAN BERNARDINO, CA, MAY 19

Casey Gould went 1-1 for a perfect score in 125cc Novice division at the first round of the Yamaha Dealer Series at Glen Helen Raceway.

The first moto saw Trent Bragg pull the early lead coming down the front straightaway, with a few of the other riders going down in the new "Dip Jump," a tabletop-style jump with a dip in between.

While the rest of the competitors made their way around the mishap, Gould took over the second position followed by Kris LaVoie, Dustin Jameson and Richard Wickham. Gould wasted little time getting around Bragg as the two riders came out of the long, rolling whoop section.

LaVoie had gotten past Jameson for third and Jose Polasek had moved up to fourth before the end of lap one. But Polasek was still on the move and by the third lap had gotten by Jameson and started to put pressure on LaVoie. Polasek tried to pass LaVoie on the series of jumps leading into the north part of the course, but had the door closed on him as they disappeared from the spectators' view.

The completion of lap four saw Polasek in the third spot with LaVoie far back in 11th after going down. Jameson also put himself out of contention after getting tangled up in some banners on the fifth lap.

Gould took the checkered in first, followed by Bragg and Polasek. Wickham and Josh Cavanaugh rounded out the top five.

Bragg pulled the holeshot again in the next moto, but once again his lead was short-lived as Gould stole it away while the pair made their way up "Shoei Mountain." Bragg was followed by LaVoie, John Shane, Justin Gutierrez and Polasek.

Shane got passed by both Polasek and Gutierrez as they dropped into the infield. Polasek tried to get by Gutieffez at the stadium-style whoops in front of the grandstand, but did not have the drive to make the pass. Polasek then tried an outside line at the finish line, and was almost passed by Jeremiah Brower on the inside.

Gutierrez relinquished his spot when he laid down his bike in the corner following the front straightaway. Polasek charged by a tired LaVoie on the third lap, leaving Gould all alone at the finish line for the second time that day.

Bragg, Polasek, Ron West and Cavanaugh finished second through fifth respectively.

Results

SR EX/INT: 1. John Atwood (Yam); 2. Alan Kent (Yam),3. Dennis Boulware (Yam), 4. Wayne Carey (Hon); 5. Chuck Duran (Suz).

SR NOV: 1. Jon Speight (Yam); 2. Robert Ripley (Yam); 3. Petey Stanton (Yam); 4. Marcos Benavides (Yam).

VET EX/INT: 1. Fred Nichols (Hon); 2. John Whitaker (Hon); 3. Greg Coy (Suz); 4. Kurt Pfeiffer (Yam); 5. Doug Yamell (Yam).

VET NOV: 1. Chris Swift (Suz); 2. Jeff Eary (Suz); 3. Dennis Gallagher (Yarn); 4. Mark Sandziniier (Yam); 5. Jay Pavlovec (Yam).

VET BEG: 1. Isaac Lopez (Hon); 2. Joel Plavajka (Yam); 3. John Hutchison (Yam); 4. Scott Fraley (Kaw); 5. Michael Seymour (Hon).

JR VET INT: 1. Tony Sulli (Suz); 2. Ron Gilbert (Kaw).

JR VET NOV: 1. Dennis Gallagher (Yam); 2. Mondo Duran (Suz).

JR VET BEG: 1. Steve Flanders (Suz); 2. Mike Daniels (Yam); 3. Scott Truman (Kaw); 4. Ray Williams (Yam); 5. Gary Torres (Yam).

250 PRO: 1. Tim Sharp (Hon); 2. Joe Arnolt (Hon).

250 INT: 1. Ron Gilbert (Kaw); 2. Danny Montoya (Suz); 3. Tom Hayes (Hon).

250 NOV: 1. Alex Zapata (Yam); 2. Jimmy Bateson (Kaw); 3. Jeremiah Brower (Hon).

250 BEG: 1. Joe Hemandez (Yam); 2. Chris Sackett (Kaw); 3. Lee Holton (Hon); 4. Peter Colasrossi (Kaw); 5. Barry Berg (Hon).

125 INT: 1. Danny Montoya (Suz); 2. Kenny Miller (Suz); 3. Mke Gibson (Hon); 4. Jason Padilla (Kaw); 5. Wes Carey (Hon).

125 NOV: 1. Casey Gould (Hon); 2. Trent Bragg (Yam); 3. Jose Polasek (Hon); 4. Ron West (Hon); 5. Josh Cavanaugh (Hon).

125 BEG: 1. John Burr (Hon); 2. Jason Shane (Suz); 3. Travis Newman (Yam); 4. Sean Berg (Suz); 5. Mike Powers (Suz).

80 EX/INT: 1. Tim Langdon (Kaw); 2. Dustin Ryley (Yam).

80 NOV: 1. Billy Laninovich (Yam); 2. Kevin Gahan (Yam); 3. Jeremy Keiper (Suz); 4. David Sullins (Yam); 5. Ben Ramsaran (Yam).

80 BEG: 1. Brad Huth (Kaw); 2. Erik Meyer (Yam); 3. Jason Heilman (Hon); 4. Micky Griffin Jr. (Yam); 5. Kevin Payne (Hon).

60 (9-11): 1. Cas Swift (Kaw); 2. Kyle Foltz (Kaw); 3. Adam Benavides (Kaw); 4. Andrew Petrie (Kaw); 5. Bryan Huth (Kaw).

60 (0-8): 1. Jared Minor (Kaw); 2. Justin Hargrove (Kaw); 3. Robbie Goolsby (Kaw).

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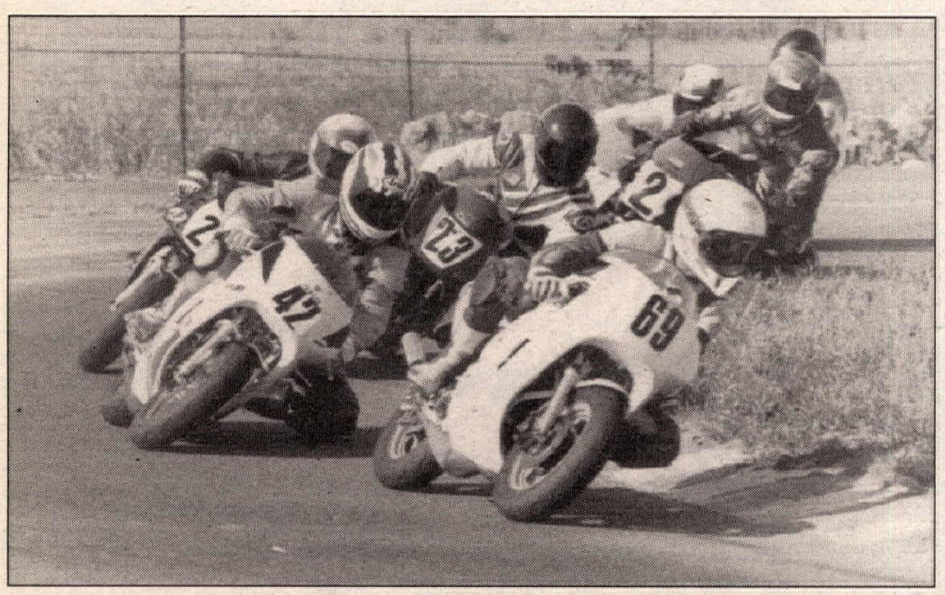

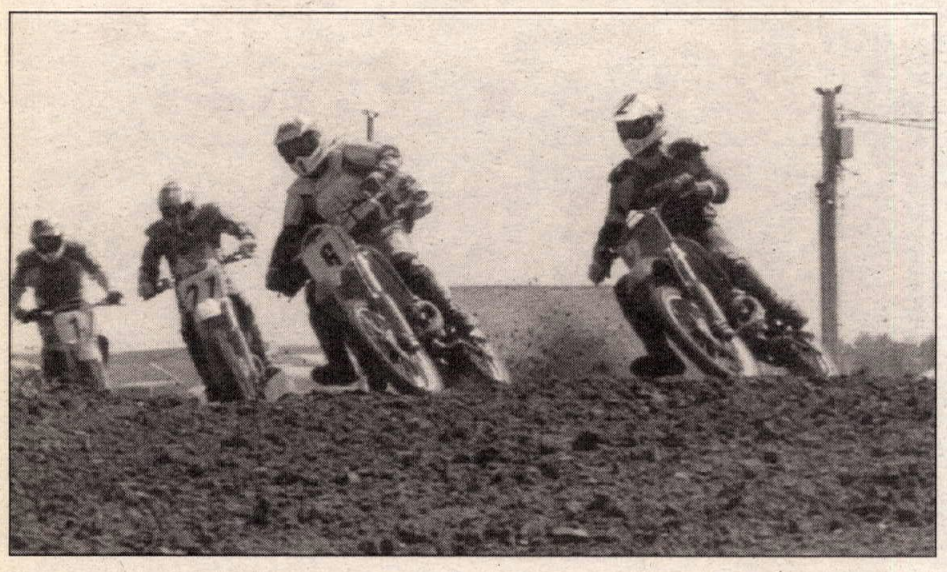

(Left) Superbike main-event winner Jerry Johnson (69) leads third-place finisher Brian Short (42) and second-place finisher Michael Hannas (23) through turn one in Round 5 of the NCMRRA Championship held at the Praire City SVRA in Rancho Cordova, California.
(Below Left) Bill Engstrom (6) leads through a turn during Vet A-class competition at Minnesota's Hurrican Hills Motocross.

Johnson jams to Prairie City mini road race victory

By Gary Buth

RANCHO CORDOVA, CA, JUNE 9
Jerry Johnson ran a perfect race to claim victory during Round 5 of the NCMRRA Superbike main event held at the Prairie City SVRA in Rancho Cordova, Califomia.

Johnson, after earning the pole position by way of two heat races, elected to start from the rear of the field in the main event. Johnson's decision must have been made based on knowledge gained during earlier starts, for he got the hole shot and led the field through turn number one.

Brian Short, in his first-ever Advanced class race, was the surprise second-place starter. Following in third position was the ever-tenacious Michael Hannas.

As the pack of riders raced through the back section of the course, Johnson went to work and began separating himself from the field. Short, Hannas, John Daker and Tim Rush in fifth followed Johnson throughout lap one.

As Johnson steadily pulled away, Short came under attack from Hannas as they climbed up and through the corkscrew. As the battle intensified Johnson gained additional ground as neither Short or Hannas could dispense of one another.

Fourth-place Daker came under fire from Rush on lap number three, but Daker held a tight line and slammed the door on Rush in turn one.

Short and Hannas again climbed the back section of the track on their way to the corkscrew, Hannas pressuring Short by showing a wheel and letting Short know he was not content with third. The attempted pass did not stick and Short continued to hold the second position.

Rush and Daker raced nose to tail down the main front straightaway in lap number four, Rush trying the outside pass in turn one and making it stick, sending Daker back to fifth.

By mid-race Johnson had checked-out with a huge lead, leaving the pack to battle for second place honors. Short was doing a fine job of fending off the aggressive Hannas, while Rush steadily made ground on the dueling duo.

Short made his first mistake in an off-camber corner, allowing Hannas to slip by and carrying Rush even closer in the heated the battle for third.

Lap number nine saw Jerry Johnson continue to sail toward a sure victory, while Hannas likewise had second place under control.

Rush made up ground on Short in turns one and two, only to lose the back-end through turn number three. Daker was alone in fifth and under no pressure from the other riders in the field.

The checkered flag fell on Johnson's huge victory, Hannas following in second and a relieved Short in podium position number three.

Results

STK: 1. Jerry Johnson (Yam); 2. Tim Rush (Yam); 3. Michael Hannas (Yam); 4. Steve Anderson (Yam); 5. Sam Johnson (Yam).
S/SPRT: 1. Michael Hannas (Yam); 2. Jerry Johnson (Yam); 3. John Daker (Yam);
4. Steve Anderson (Yam); 5. Art Martinez (Yam).
S/BK: 1. Jerry Johnson (Yam); 2. Michael Hannas (Yam); 3. Brian Short (Yam);
4. Tim Rush (Yam); 5. John Daker (Yam).
80GP: 1. Don Canet (Kaw); 2. David George (Suz); 3. Jerry Douglas (Yam);
4. Tim Rush (Suz); 5. Eric Graham (Yam).
B/W: 1. Dan Merlino (Suz); 2. Ron Hipkiss (Hon); 3. Pippin Cavanarro (Hon);
4. Chuck Rajewski (Yam).
NOV STK: 1. Tony Meiring (Yam); 2. Tyler Carson (Yam); 3. Scott Dumont (Yam);
4. Bob Busacca (Yam); 5. Sean Friel (Yam).
NOV S/SPRT: 1. Geoffrey St. John (Yam); 2. George Attia (Yam); 3. Chris Siebenhaar (Yam); 4. Alex Wagner (Yam); 5. Rob White (Yam).
NOV S/BK: 1. Antonio Nunez (Yam); 2. Chris Siebenhaar (Yam); 3. Sam Merlino (Suz); 4. Greg Ruscigno (Yam); 5. Alex Wagner (Yam).
NOV T/D: 1. Geoffrey St. John (Yam); 2. Chris Siebenhaar (Yam); 3. Chuck Rajewski (Yam); 4. George Attia (Yam); 5. Ed Mackey (Yam).
OPEN VET: 1. Jerry Douglas (Yam); 2. Don Canet (Kaw); 3. Michael Lynn (Yam).
MOD VET: 1. Art Martinez (Yam); 2. Ted Durham (Yam); 3. Miles McGowan (Yam);
4. Bill Hackett (Yam); 5. Geoff Eppes (Yam).
WMN: 1. Carol McWhirr (Hon); 2. Kathy Reilly (Yam); 3. Laura Douglas (Yam);
4. Barb Landry (Yam); 5. Misty Delgadillo (Yam).

Saeger sails at Hurricane Hills Motocross

By George Hodkinson
Photo by Karen Hodkinson

MAZEPPA, MN, JUNE 9
Randy Saeger was the overall winner of the day with 1-2 moto scores in the Vet B class at Hurricane Hills Motocross, round four of the highly successful, brand-new, six-round Minnesota Pro Gold Triple Tack Series.

Nearly 300 entrants competed on the highly prepped track. Pro Cory Keeney was also on hand with a break in the National outdoor series, and he roosted to class wins in 16- to 24-year-old A, 125cc A and 250cc A, scoring six moto wins.

At the start of Vet B action, Saeger grabbed the lead aboard his CR250 with Mitch Wolff and John DeOtis behind. From the beginning of the race Saeger stretched out his lead. On the third of five laps DeOtis got around Wolff as Perry Wolff moved up to fourth. DeOtis was able to hold onto second behind Saeger at the finish, with Perry Wolff taking third. Jeff Womeldorf moved through the pack for fourth, and William Leclaire rounded out the top five.

At the start of moto two Tim Hanson set out to get a better finish than his first-moto ninth and grabbed the holeshot in front of Saeger and DeOtis. The rest of the race was a sleeper from there as the three finished in the order that they started in with Womeldorf again finishing a consistent fourth and Leclaire again fifth.

Results

MICRO MINI (4-6): 1. Mike Shequen; 2. Mike Malachesen; 3. Alex Martin; 4. Jake Erickson; 5. Calvin Wolff.
MICRO MIN (7-8): 1. Ralphie Allen; 2. Chad Blank; 3. Cody Shykes; 4. Brett Nagel; 5. Garret Rigleran.
P/W: 1. Nathan Kimball; 2. Josh Sorensen; 3. Scott Ehlenfeldt; 4. Joshua Rolbiecki; 5. Scott Laughlin.
MINI JR (7-11): 1. Bobby Widman; 2. Derick Eidahl; 3. Nathan Kimball; 4. Matt Powers; 5. Bill Krusmark.
MINI JR (12-13): 1. Nathan Broughton; 2. Gerpitt Clark; 3. Jerad Schwall; 4. Tyler Kadler; 5. Jeremy Barnett.
MINI SR (14-15): 1. Eric Gerber; 2. Mike Kann; 3. Joshua Plan; 4. Pete Kiley; 5. Justin Kettner.
OPEN MINI (10-15): 1. Eric Gerber; 2. Nathan Broughton; 3. Joshua Plan; 4. Bobby Widman; 5. Pete Kiley.
YTH: 1. Mike Kann; 2. Beau Giauque; 3. Thomas Moyer; 4. Tony Robertson; 5. Isaion Waldror.
16-24 A: 1. Cory Keeney; 2. Lee Theis; 3. Tim Pospisil; 4. Mike Luoma; 5. Garret McLaughlin.
16-24 B: 1. Eric Kowalik; 2. Ryan Broughton; 3. Ryan Megaw; 4. Todd Doroff; 5. Jamison Day.
16-24 C: 1. Jason Kleppen; 2. John Lechnir; 3. Brad Bauman; 4. Andy Mueller; 5. Josh Brehm.
25+ A: 1. Jay Mercill; 2. Jeff Sorensen; 3. Todd Lentz; 4. John Martin; 5. Rusty Sorensen.
25+ B: 1. Tim Bjornson; 2. Sean Valentine; 3. Jerome Magen; 4. Randy Saeger; 5. John DeOtis.
25+ C: 1. Chuck Thompson; 2. Robert Hanson; 3. Paul Burt; 4. Aaron Scheele; 5. Paul Otto.
VET A: 1. Scott Steinle; 2. Brian Otto; 3. Jeff Sorensen; 4. John Martin; 5. Doug Pixley.
VET B: 1. Randy Saeger; 2. John DeOtis; 3. Jeff Womeldorf; 4. Perry Wolff; 5. Tim Hanson.
VET C: 1. Jerry Schulze; 2. Jeff Risch; 3. Craig Hinzman; 4. John Vaneendenberg; 5. Alan Wolff.
40+ A/B: 1. John Martin; 2. Brian Otto.
40+ C: 1. Brian Karlsbroten; 2. John Vaneendenberg; 3. Joe Bentfeild; 4. Allen Staige; 5. Pat Day.
50+: 1. Jim Denevan.
WMN: 1. Shelly Kann.
125 A: 1. Cory Keeney; 2. Tim Pospisil.; 3. Lee Theis; 4. Mike Luoma; 5. Garret McLaughlin.
125 B: 1. Eric Kowalik; 2. Todd Doroff; 3. Derek Hjelmen; 4. Bryan Kremer; 5. Scott Reschke.
125 C: 1. Jason Kleppen; 2. Paul Burt; 3. Joshua Brehm; 4. Mitchell Wells; 5. Andy Mueller.
250 A: 1. Cory Keeney; 2. Scott Steinle; 3. Lee Theis; 4. Jay Mercill; 5. Todd Lentz.
250 B: 1. Ryan Broughton; 2. Tim Bjornson; 3. Jamison Day; 4. Sean Valentine; 5. Eric Padelford.
250 C: 1. Darwin Friders; 2. Brad Bauman; 3. Chuck Thompson; 4. Robert Hanson; 5. Jason Gergen.

Lucero finds new groove at Costa Mesa Speedway

By Elaine Jones

COSTA MESA, CA, JUNE 14
Promoter Brad Oxley provided a brand-new surface at the Costa Mesa Speedway, and by the end of the night Steve Lucero had found the groove and taken the Scratch main-event win.

Lucero, Shawn McConnell, Gary Hicks and Bobby Schwartz. The final spot went to Rob Pfetzing, who topped Brad Oxley and Ed Castro in the last chance qualifier. The pole went to Lucero with Pfetzing in two, Hicks in three and McConnell and Schwartz in four and five. Lucero who won the drag race to the first turn. Pfetzing got off second with Schwartz third. On the second lap Schwartz got out into the dirt and slid out, a very unusual thing for him. Hicks moved into the show spot but no one was going to catch Lucero in the quick four-lapper. When the checkered came out it was Lucero, Pfetzing and Hicks.

By the time the Handicap main rolled around, a wide, blue groove had developed. Transferring up the ladder were Pfetzing, Schwartz, Hicks, Lucero, McConnell, Oxley, Black and Andy Northrup. Black came up from the 30 with the lead, with Schwartz from the 40 in second and McComell from the 50 in third, and they freight-trained the eight laps. Everyone stayed in position like they had practiced for weeks. Pfetzing was the only one who slipped out of the groove, but it didn't affect the final outcome.

The Sidecar main went to Duane Carmont and Richard Tailing. What was unusual about this race was the battle for third. Alan Hall and Mike Moreno were in a tight race with Bob Brayton and Parke Weaver. On the white-flag lap, Brayton and Weaver felt they had interfered with Hall and Moreno and they slowed down and waved them on by. This gave third to Hall and Moreno and the sportmanship award to Brayton and Weaver. Second place went to Ian Stewart and Chris Chapman.

Results

SCR: 1. Steve Lucero (Gdn); 2. Rob Pfetzing (Wes); 3. Gary Hicks (Wes); 4. Shawn McConnell (Gdn); 5. Bobby Schwartz (Wes).
HDCP: 1. Jerry Black (Wes); 2. Bobby Schwartz (Wes); 3. Shawn McConnell (Gdn); 4. Steve Lucero (Gdn); 5. Gary Hicks (Wes).
SDCR: 1. D. Carmont/R. Tailing (Hon); 2. T. Stewart/C.C. Chapman (Kaw); 3. A. Hall/M. Moreno (Kaw); 4. B. Brayton/P. Weaver (Hon).
SUP: 1. Jason Daniels (Wes); 2. Larry Rowley (Jawa); 3. Jeremy O'Neil (Jaw); 4. Danny Holt (Jaw).

Anderson flies at Swan MX

By Harvey Mushman

TYLER, TX, MAY 25
The sixth stop of the 15-round AHRMA/Vintage Iron National Motocross Series was at Swan MX Park, where national points leader Mike Anderson smoked to a double moto win in the biggest class of the day, 250cc Intermediate.

Texan Mike Lagaza was a solid second in moto one but faltered in moto two and let Floridian Craig Borders (4-2) and Texas Scott Pechin (3-3) by to steal the last two podium spots. Anderson came back and fought Lagaza in the Over 30 Intermediate class and got the top spot with a 1-2 finish to Lagaza's 4-1. Georgian Joe Light stayed close enough for a 2-3.

The Over 30/40/50 Expert combined moto was a barn-burner. James Greenleaf of Kentucky looked serious and hit a perfect gate to nail a clean holeshot. Before lap one was over, he overshot a berm and Texan Rick Humphreys slid into the lead and raced to the flag. In moto two Greenleaf went flag-to-flag to win by 30 seconds. Humphreys settled for second. Dallas rider Sean Knaack (3-4); on a very trick Ossa Phantom was third. Jeff Smith riding a very unfamiliar '74 250cc Husky looked quite comfortable as he won both Over 50 Expert motos.

A tip of the hat goes to Arkansas rider Greg Steinbeck who rode the only 125 in the Over 40 Intermediate class and smoked a host of 250s and 500s to a double moto win. Then Steinbeck faced the youngsters and went 1-1 to win the 125cc Intermediate class.

Another double class winner was Carl Keller, who owns Tyler's favorite restaurant, Armadillo Willie's. Keller said if he won both classes all his class competitors could eat free! Looks like his fellow competitors were hungry. Keller won all four motos in the Over 30 and 250cc Novice classes.

The only other double class winner was Honda-mounted Darin Emswiller of Maryland. This guy was flying. He led every lap of every moto to win the 250 and 125cc Expert classes. The wins put Emswiller out front in the National points, and he looks like a sure bet to take both titles.

Results

SPTSMN 125 EX: 1. D. Emswiler (Hon); 2. T. Lee (Hon).
SPTSMN 125 INT: 1. G. Steinbeck (Hon); 2. B. Guilbeau (Hon); 3. C. Borders (Hon).
SPTSMN 125 NOV: 1. J. Clark (Yam).
SPTSMN 250 EX: 1. D. Emswiler (Hon); 2. J. Greenleaf (Hon); 3. P. O'Connor (Hon).
SPTSMN 250 INT: 1. M. Anderson (Hon); 2. C. Borders (Hon); 3. S. Pechin (CZ).
SPTSMN 250 Nov: 1. C. Keller (Bul); 2. R. McCallister (CA); 3. J. Gerber (Yam).
SPTSMN 500 EX: 1. R. Humphreys (Hus).
SPTSMN 500 INT: 1. J. Light (Bul); 2. J. Stuiso (BSA); 3. T. Bridges (Mai)
SPTSMN 500 NOV: 1. T. Cicora (CZ).
30+ EX: 1. J. Greenleaf (Hon); 2. R. Humphreys (Hus); 3. S. Knaack (Oss).
30+ INT: 1. M. Anderson (Hon); 2. M. Lagaza (CZ); 3. J. Light (Bul).
30+ NOV: 1. C. Keller (Bul); 2. J. Clark (Hon); 3. J. Gerber (Yam).
40+ EX: 1. R. Munson (KTM).
40+ INT: 1. G. Steinbeck (HM); 2. T. Bridges (Mai); 3. S. Balentine (Pen).
40+ NOV: 1. J. Manford (Hon); 2. G. White (Hon).
50+ EX: 1. J. Smith (Hus); 2. H. Hazel (Hon).
50+ INT: 1. L. Lucia (CZ); 2. B. Guilbeau (Bul); 3. G. Cone (Hod).
50+ NOV: 1. D. Kirk (Hon); 2. D. Dean (CZ); 3. J. Carter (CZ).
60+ NOV: 1. H. Higgins (BSA).
CLSC 125 NOV: 1. P. Grundy (Puc); 2. T. Gerber (Hon).
CLSC 125 INT: 1. L. Henderson (Ric).
CLSC 250 NOV: 1. P. Grundy (Oss).
CLSC 500 NOV: 1. D. Dean (BSA).
CLSC 500 INT: 1. J. Easton (Tri); 2. J. Stuiso (Tri).
CLSC EX: 1. R. Ginder (BSA).
PREM L/W NOV: 1. H. Higgins (BSA).
WMN: 1. T. Gerber (Kaw); 2. K. McCallister (Yam).

Sellards smokes McArthur Motocross

By Carl Davis

MCARTHUR, OH, JUNE 15-16
Broc Sellards put together a perfect weekend of racing by acing all four pro classes at the AMA Mideast Regional Qualifier for the Loretta Lynn Amateur National, winning a total of 12 long motos and leading nearly all of them from start to finish.

Mark Burkhart had everyone gunning for him in the Intermediate ranks as the hard-charging Honda rider fought off Karl Scott in the 125cc classes and clashed with Michigan's Nick Way in the 250cc divisions. Scott pulled down a win in the 125cc B Modified second moto while Burkhart recoverd from a spill to move into second by moto's end and won every other 125cc moto to win in both the Modified and Stock classes. Wey put a chink in Burkhart's armor by taking both 250cc titles as the Kawasaki pilot had things going his way in a good ride. Wey combined good starts and good tecnique through the rut-infested track to keep Burkhart at bay through the final 250cc motos, thus securing the wins.

In the Vet classes Keith Bowen was the top dog, claiming the 25+ and Vet A-class wins going away. The KTM-mounted Bowen had his orange machine on fire and moving in style, winning every moto he entered. John Grewe rode to a secure second behind Bowen in both classes.

Denny Swarts, another former factory rider, mowed down his 40+ competition to take a clean sweep of the class. Swartz cruised to victory in all three motos, chased by Jeff Heaston as the two riders pulled ahead of the pack.

Canadian Bill Van Vugt Sr. took the 50+ win after battling throughout the weekend with Ohio legend Henry Greff. Greff took moto one while Van Vugt took motos two and three to nail down the victory.

Results

125 A STK: 1. Broc Sellards (Kaw); 2. Charlie Dunaway (Kaw); 3. Vince Karnow (Kaw); 4. Tom Barron (Suz); 5. Ryan Valade (Kaw).

125 A MOD: 1. Broc Sellards (Kaw); 2. Jay Wagner (Yam); 3. Kelly Smith (Yam); 4. Tom Barron (Suz); 4. Tom Barron (Suz); 5. Larry Gessner (Suz).

250 A STK: 1. Broc Sellards (Kaw); 2. Charlie Dunaway (Kaw); 3. Tom Barron (Suz); 4. Vince Karnow (Kaw); 5. Rodney Carrier (KTM).

250 A MOD: 1. Broc Sellards (Kaw); 2. Kelly Smith (Yam); 3. Jeff Baker (Kaw); 4. Jeremy Booher (Kaw); 5. Ryan Haines (Hon).

125 B STK: 1. Mark Burkhart (Hon); 2. Karl Scott (Kaw); 3. Brett Smith (Hon); 4. Chris Mowery (Suz); 5. Steve Hensley (Hon).

125 B MOD: 1. Mark Burkhart (Hon); 2. Karl Scott (Kaw); 3. Brett Smith (Hon); 4. Chris Mowery (Suz); 5. Steve Hensley (Hon).

250 B STK: 1. Nic Wey (Kaw); 2. Mark Burkhart (Hon); 3. Joey Belmont (Kaw); 4. Jimmy Wilson (Suz); 5. Nick McNenly (Suz).

250 B MOD: 1. Nic Wey (Kaw); 2. Mark Burkhart (Hon); 3. Jimmy Wilson (Suz); 4. Bill Van Vugt Jr. (Kaw); 5. Shane Shipley (Kaw).

OPEN B/C: 1. Barry Ogan (KTM); 2. Scott Poland (Hon); 3. Kevin Kasey (Hon); 4. Mark Christian (Hon); 5. Bob Ellis (KTM).

25+: 1. Keith Bowen (KTM); 2. John Grewe (Suz); 3. Larry Gessner (SUz); 4. Jay Wagner (Yam); 5. Bobby Wagner (Suz).

30+ A: 1. Keith Bowen (KTM); 2. John Grewe (Suz); 3. Scott Watkins (Kaw); 4. David Beatty (Hon); 5. Jon Schmitz (Suz).

30+ B: 1. Steve Kiesler (Kaw); 2. Eugene Olsavick (Hon); 3. Andrew Bourn (Suz); 4. Curt Remhart (Suz); 5. Marc Bauman (Suz).

40+: 1. Denny Swartz (Yam); 2. Jeff Heaston (Kaw); 3. Rick Oxley (Hon); 4. Kelvin Travis (Yam); 5. Carl Davis (Hon).

50+: 1. Bill Van Vugt Sr. (Kaw); 2. Henry Greff (Hon); 3. Charles Hawk (Yam); 4. Charles McConnell (Kaw); 5. George Wilenski (Hon).

Road racing back in Chilliwack

By Garry Radford

CHILLIWACK, BRITISH COLUMBIA, JUNE 16
Motorcycle road racing returned to the lower mainland of British Columbia for the first time in almost six years.

John Belldin and Future West Promotions got together with the Chilliwack Airport Authority and the city council to promote a race at the airport.

Over 180 entries and 4000 spectators arrived for the day's racing. The crowd was much larger than anticipated. A favorable response from the community would indicate that this could well become an annual event.

Former Canadian Superbike Champion Michael Taylor from Toronto, Ontario, was the man to beat in 750cc Superbike. Thirty-six riders left the starting line and Taylor got out front early. He was chased hard by Murray Clift, Steve Dyck and the rest of the pack. Taylor soon departed and took an easy win. Dyck drafted pass Clift at the finish line for second place. Local rider Scott Borthwick finished fourth ahead of the first rider on a 600cc machine, Darryl Fletcher.

The best race of the day was 600cc Superbike. Nova Scotia rider Tim Samson grabbed the early lead, but before the first lap was over Jason

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Fraser had taken over the number-one postion. Taylor was in third place and charging. He dived underneath Samson at the end of the back straight after the chicane on lap two, then pulled the same move on Fraser a lap later. Fraser repassed Taylor on the front straight. Fraser then rode a tight line so Taylor couldn't make the same move again. With over 40 riders in this race, passing backmarkers would be critical. Taylor seemed a little cautious, allowing Samson to pass him for second. At the finish it was Fraser, Samson, Taylor, Darryl Fletcher and Derek King.

Open Superbike was another Michael Taylor runaway, but the battle behind him was intense. The riders included Samson, Fraser, Clift, Borthwick, Fletcher and Trevor Beckman. Steve Dyck was relegated to a back-row start after falling in the qualifier, but by midrace he was in the hunt. Clift pulled out with a mechanical problem. Taylor won the race and Fraser held on to second ahead of the fast-closing Dyck.

Results

OPEN S/BK: 1. Michael Taylor (Kaw); 2. Jason Fraser (Hon); 3. Steve Dick (Suz); 4. Tim Samson (Hon); 5. Scott Borthwick (Suz).

750 S/BK: 1. Michael Taylor (Kaw); 2. Steve Dyck (Suz); 3. Murray Clift (Suz); 4. Scott Borthwick (Suz); 5. Darryl Fletcher (Hon).

600 S/BK: 1. Jason Fraser (Hon); 2. Tim Samson (Hon); 3. Michael Taylor (Kaw); 4. Darryl Fletcher (Hon); 5. Derek King (Hon).

L/W S/BK: 1. Pat Farrand (Yam); 2. James Martin (Hon); 3. Tyler Sandell (Kaw); 4. Brian Spier (Suz); 5. Graham Buck (Hon).

NOV: 1. David Church (Suz); 2. Al Rowse (Kaw); 3. Markus Mielke (Hon); 4. Ryan Wedding (Kaw); 5. T.J. Armstrong (Suz).

VINT: 1. Mike Hart (Lav); 2. Vic Osers (Hon); 3. Tom Mellor (Tri); 4. Ervin Dick (Kaw); 5. Ron Kirkham (Yam).

883: 1. Tim Coughlin (H-D); 2. Ken Blydo (H-D).

Chicken, Bullfrog top Perris night Motocross

By Tony Alessi

PERRIS, CA, JUNE 15

Jeff Matiasevich, alias "the Chicken," motored away from the Pro class with a double moto sweep while Bullfrog Newcomer won the 125cc Novice division after a chaotic second moto of racing at the GFI night motocross series-opener held at Perris Raceway.

The 125cc Novice race proved to be as intense as any series-opener when Gary Dellegatie won the first moto after breaking free of Kenny Morris and the Bullfrog.

The second moto saw the Bullfrog take over the lead position after early race leaders David Stanton and Kenny Morris had a midair collision.

From that point on Newcomer stayed smooth and relaxed and went on to the moto and overall wins in front of Dellegatie, Brandon Dahlgren, John Grucella and Bomber Hernandez.

Meanwhile, the Chicken smoked the 250cc Pro class, period.

The 125cc Pro-class winner Don Upton was one of the few who could keep Matiasevich in sight. Aleman topped Steve Andrich and Mike Chamberlain en route to his class victory.

Jerry Aleman upstaged Tim Beatty in the 250cc Intermediate class after the two future pros passed their share of current pros who had started in the first division.

Jiri Dostal continued to show no signs of slowing down and blew the side plates off the competition in the 125cc Intermediate ranks with double moto victories over Aleman, Danny Monoya, Jason Abbott and Oscar Valdez.

Results

50 STK (4-6): 1. Jonathan McCarthy (Lem); 2. Buddi Bruner (KTM); 3. Trey Garcia (Yam).

50 STK (7-8): 1. Brian Hiner (KTM); 2. Gerald Rodriquez (KTM).

60 F/T: 1. Anthony Charetie (Kaw); 2. Ryan McClintock (Kaw); 3. Weston Peick (Kaw).

60 BEG: 1. Jason Domann (Kaw); 2. Ryan Weber (Kaw); 3. Justin Hargrove (Kaw); 4. Brody Erwin (Kaw); 5. Dallas Peick (Kaw).

60 NOV: 1. Kyle Foltz (Kaw); 2. Jeff Loop (Kaw); 3. Justin Workman (Kaw).

60 INT: 1. Jason Medina (Kaw); 2. Paul Pearcy (Kaw); 3. Mike Alessi (Kaw); 4. Zac Wray (Kaw).

60 OPEN: 1. Joshua Grant (Kaw).

80 F/T: 1. Sean Borkenhagen (Hon); 2. Nick Melanson (Kaw).

80 BEG: 1. Pat Terry (Yam); 2. David Andreiko (Hon); 3. Vincent Benavides (Hon); 4. Kevin Hunter (Yam); 5. Micky Griffin (Yam).

80 NOV: 1. Sean Peer (Yam); 2. Kevin Gahan (Yam); 3. Anthony Bruscella (Hon); Cale Wallace (Yam); 5. Joshua Grant (Hon).

80 INT: 1. Dustin Ryley (Yam); 2. Chris Rogers (Suz), 3. Dean Hamblin (Yam).

60 S/MINI 1. Sean Hamblin (Yam); 2. Chris Rogerrs (Suz); 3. Dustin Ryley (Yam).

125 BEG: 1. Jeremy Heil (Suz); 2. Taylor Valdor (Yam); 3. Jerry Mason (Yam); 4. Travis Newman (Yam); 5. Justin Miller (Suz).

125 NOV: 1. Bullfrog Newcomer (Hon); 2. Gary Dellagatie (Yam); 3. Brandon Dahlgren (Hon); 4. John Grucella (Hon); 5. Bomber Hernandez (Hon).

125 INT: 1. Jiri Dostal (Suz); 2. Jeff Aleman (Yam); 3. Danny Montoya (Suz); 4. Jason Abbott (Suz); 5. Oscar Valdez (Suz).

125 PRO: Don Upton (Hon); 2. Steve Andrich (Suz); 3. Mike Chamberlin (Yam); 4. Yoshitaka Atsuta (Hon); 5. Mat Bateman (Yam).

250 BEG: 1. Todd Brown (Yam); 2. L. Ladieu (Hon); 3. Scott Reynolds (Kaw); 4. Steven Harvey (Suz); 5. Kevin O'Dell (Yam).

250 NOV: 1. Criag Williams (Hon); 2. Rudy Rodriquez (Kaw); 3. Kevin Coleman (Hon); 4. Tim Elkins (Hon); 5. Dominic Gaytan (Suz).

250 INT: 1. Jerry Aleman (Yam); 2. Tim Beatty (Yam); 3. Mark Desch (Yam); 4. Brad Schultz (Yam); 5. Craig McCall (Kaw).

250 PRO: 1. Jeff Matiasevich (Kaw); 2. Takateru Atsuta (Hon); 3. Billy Mercier (Yam).

25+ BEG: 1. Eric Weber (Suz); 2. Mike Alvard (Yam); 3. Steve Tyran (Suz); 4. Todd McCoy (Yam); 5. Allan Tungate (Yam).

25+ NOV: 1. Greg Pierce (Yam); 2. Dennis Gallagher (Yam); 3. Craig Williams (Hon); 4. Jay Pavlovec (Yam); 5. Jason Williams (Yam).

30+ BEG: 1. Guff Germany (Yam); 2. Gary Thompson (Yam); 3. David Charettle (Suz); 4. Tommy King (Kaw); 5. Karl Scanian (Yam).

30+ NOV: 1. Dennis Gallagher (Yam); 2. Scott Richeson (Kaw); 3. Bill Scott (Hon); 4. C.T. Falk (Yam); 5. Hay Pavlovec (Yam).

30+ INT: 1. Todd Gould (Suz); 2. Ron Coleman (Hon).

30+ PRO: 1. Loren Pochirowski (Hon).

35+NOV: 1. Robert Pfetzing (Hon); 2. Glenn Perry (Kaw); 3. Jim Felton (Yam); 4. Tim Williams (Hon); 5. Frank Ferraro (Hon).

35+ INT: 1. Jim Domann (Kaw); 2. Randy Skinner (Suz); 3. Dave Simon (Hon); 4. Jeff Alessi (Suz).

40+ NOV: 1. Greg McCarthy (Hon); 2. Mike Hudzinski (Hon); 3. Fred Willis (Hon): 4. Karl Scanian (Yam); 5. Howard Erickson (Hon).

40+ INT: 1. Pryor Campbell (Yam); 2. Wayne Carey (Hon).

40+ EX: 1. Dan McClintock (Yam).

(Left) Jeff Matiasevich motors away to a double moto sweep of the 250cc Pro class at Perris Raceway in California.
(Above) Gary Hazel (65L) and Mike Lagaza (327) argue over the lead in the first 250cc Intermediate moto at Coyote Raceways in Colorado Springs.

Atkins wiley at Coyote Raceways Motocross

By Stacy Jensen

COLORADO SPRINGS, CO, JUNE 9

Andy Atkins took the 125cc Pro-class win during motocross action at Coyote Raceways.

The field of 22 riders launched from the gate down the start hill to the first turn with Lane Swink blowing away his competition to take the holeshot. Swink led the pack with Jeremy Hinrichs close on his heels the first lap. Hinrichs was able to squeeze by in an inside move around one of the short turns.

Swink maintained second with John Murray and Todd Robertson following close at hand as Atkins was moving up from his start position of eighth place to take over third by the finish of the second lap. Ryan Clark from Albuquerque, New Mexico, had mowed past seven riders to place himself in fifth. Atkins chased Hinrichs relentlessly while Clark moved to third ahead of Swink pressing and allowing no room for mistakes by either Hinrichs or Atkins. In a short S-turn in the lower portion of the track Hinrichs was feeling the pressure and cartwheeled over his handlebars and into the dirt as Atkins, Clark, Swink and Murray flew by.

Chad Wallaston, Colorado's Rider of the Year for 1995, put together one of the greatest charges of the day coming from 14th to third by the end of the seventh lap. During the eighth lap Atkins could no longer hold off the hard-charging efforts of Clark and fell to second. However, Atkins pushed back and passed Clark in a sharp left turn. The two top riders by now had opened up a six-second lead over third place. Wallaston lost control in a soft shoulder and down he went placing, him in sixth.

The 11th and final lap of the first moto saw Clark on a rampage directed at Atkins. However, Clark stalled in a simple turn just before the finish line, which gave Atkins first place. Clark had to settle for second. Hinrichs, Swink and Wallaston followed in that order.

The second moto saw Atkins blast off with a lead he never gave up. Clark tucked into second where he remained as Wallaston, Hinrichs and Swink held third, fourth and fifth, respectively.

Results

50 NOV: 1. Thomas Suman (Cob); 2. Michael Henderson (LEM); 3. Justin Joba (KTM); 4. Robert Hoffschneider (Cob); 5. Kyle Cohrs (KTM);

P/W NOV: 1. Brandon McCray (Kaw); 2. Kyle Stroud (Kaw); 3. Lance Hiser (Kaw); 4. Michael Carder (Kaw); 5. Zach Wertz (Kaw).

P/W AM: 1. Matt Burris (Kaw); 2. Brady Sharp (Kaw); 3. Chris Fiesia (Kaw); 4. James Ruiez (Kaw); 5. Trever Monks (Kaw).

MINI NOV: 1. Josh Saathoff (Kaw); 2. Zach Sisch (Kaw); 3. T.J. Russell (Kaw); 4. Mike Kish (Yam); 5. Cody Schilder (Kaw).

MINI AM: 1. Nathan Meyer (Kaw); 2. Mike Hill (Suz); 3. Clifton Stroud (Yam); 4. Tyler Walker (Yam); 5. Matt Tolle (Yam).

MINI EX: 1. Ivan Tedesco (Kaw); 2. Jeff Boone (Kaw); 3. Doug Levitt (Kaw); 4. Brandon Hightower (Yam); 5. Scott Burris (Kaw).

OPEN MINI: 1. Ivan Tedesco (Kaw); 2. Richard Davison III (Kaw); 3 Matt Whitmarsh (Hon); 4. Adam Nazarenus (TM); 5. Brandon Hightower (Yam).

125 NOV: 1. Stewart Sparks; 2. Kellen Tanner; 3. Steve Loflis; 4. Jason Arndt; 5. Wayne Carmichael.

125 AM: 1. Billy Dotson (Suz); 2. Danny Lookhardt Kaw); 3. Kevin Hall; (Kaw); 4. Mark Head (Suz); 5. James Volmer (Yam).

125 PRO: 1. Andy Atkins (Kaw); 2. Ryan Clark (Suz); 3. Jeremy Hinrichs (Kaw); 4. Chad Wollaston (Yam); 5. Lane Swink (Kaw).

250 NOV: 1. Jarriet Valentine (Yam); 2. Ken Vittraino (Yam); 3. Jack Costa (Hon); 4. Matt Outlen (Hon); 5. Rick Larson (Yam).

250 AM: 1. Nic Travis, (Kaw); 2. Michael Descenzo (Yam); 3. Trent Schield (Kaw); 4. James Volmer (Yam); 5. Aaron Hill (Yam);

250 PRO: 1. Kip Sandell (Yam); 2. Chad Wollasten (Yam); 3. Andy Atkins (Kaw); 4. Ryan Clark (Kaw); 5. Mike Reswell (Hon).

OPEN NOV: 1. Dave Gonzolas (Suz); 2. Stewart Sparks (Yam); 3. Ken Vettraino (Yam); 4. Cory Petersen (KTM); 5. Mike Underwood (Suz).

OPEN AM: 1. Kevin Hall; 2. Troy Lessa; 3. Tom Greenlee; 4. Alan Angelopulos (Hon); 5. Corky Steele.

OPEN Pro: 1. Kip Sandell (Yam); 2. Wayne Bafliett (Yam); 3. John Merwin (Hon); 4. Kevin Foley (Yam); 5. Scott Fuitcher (Yam).

VET NOV: 1. Carl Fritzsche (Yam); 2. Stewart Smith (Yam); 3. Scott Kenneth (Hon); 4. Luther Burch (Yam); 5. Dennie Spinuzzi (Yam).

VET AM: 1. James Vohner (Yam); 2. Joe Arnold (Kaw); 3. Jeff Quenzer (Yam); 4. Chris Dotter (Suz); 5. Randy Schumard (Hon).

VET PRO: 1. Mark Flesia (Suz); 2. John Merwin (Hon); 3. Darrell Milier (Hon); 4. John Burfeind (Suz); 5. Brent Smith (Hon).

SR NOV: 1. Robert Gissell (Yam); 2. Mark Smith (Hon); 3. Kent Stockman (Yam); 4. Mike Goodwin (Hon); 5. Jim Lacy (Yam).

SR AM: 1. Jim Wyman (Suz); Jeff George (Suz); 2. Dale Winczewski (Yam); 3. Sam Hopper (Yam); 4. Dave Nelsus (Suz); 5. Michael Kern (Hon).

SR EX: 1. Shawn Smith (Yam); 2. Bruce Sass (Yam); 3. Dwight Catalono (Yam); 4. Mark Poindexter (Yam); 5. Bill Nolan (Yam).

S/SR: 1. Edgar Perriton (Hon); 2. Gary Shirhimizi (Yam); 3. John Bravers (Hon); 4. John Malson (Hon).

WMN NOV: 1. Cheryl Place; 2. Dawn Winzewski (Yam); 3. Angie Schwerdtfor (Kaw).

WMN AM: 1. Cynthia Bennett (KTM).

Hafer hauls at Steel City MX

By Julie Kramer

DELMONT, PA, JUNE 23

Robert Hafer won both 30+ B motos to take the overall in a regional warmup at Steel City Raceway.

Hafer led into the first turn in moto one with Ricky Clemence on his back fender. Steve Phillips, Joe Cole and Chris Kriebel rounded out the top five until the middle of lap one when Kriebel crashed, allowing Ralph Bentley and Jeff Bellmer by. Bentley wasted no time passing Cole over a tabletop. On lap two Bellmer passed Cole on the uphill doubles. While Hafer pulled away, the battle for second became heated between Clemence and Phillips. Phillips found his way around Clemence over a set of doubles. Clemence hung with him, taking the outside in a left-hander for the pass. As the laps ticked away Bellmer passed Phillips on a downhill for fourth. On the white-flag lap, Bellmer made his move on Phillips on the uphill doubles beside the start and pushed his way up to Clemence, dramatically taking over second in a left-hander for a runner-up finish.

Leading out of the hole in moto two were Bellmer and Clemence, with moto-one winner Hafer close by. First down the following downhill, Bellmer shot straight into a berm, letting most of the pack by. As Clemence pulled away Bentley pulled in the number-two spot in a sharp left-hander with Hafer and Phillips right there. Coming over the jumps at the top of the track the top four were fender-to-fender and stayed that way until right before the green flag, where Hafer passed Bentley on a straightaway. Within the next few turns, Hafer took over the lead. Bentley soon took second, passing Clemence in a right-hander. Bellmer was pushing his way from the back and stole fifth from Kriebel on a downhill. The battle for third was again heating up in the end of lap three as Phillips completed a pass on Clemence over a tabletop. Clemence got back around Phillips on the white-flag lap over a camelback. Coming in for the checkers were Hafer, Bentley, Clemence, Phillips and Bellmer in that order.

Results

125 A: 1. James Evans (Kaw); 2. Chad Sanner (Kaw); 3. Josh Sweat (Kaw); 4. Tony Waugaman (Suz); 5. Mike McDonald (Suz).

125 B: 1. Karl Scott (Kaw); 2. Ryan Gates (Suz); 3. Steve Onisko (Hon); 4. Justin Paris (Suz); 5. Brad Astolos (Suz).

125 C: 1. Mark Maxwell (Suz); 2. Christopher Carnahan (Kaw); 3. Jason Weeks (Suz); 4. Bryan Philbrick (Suz); 5. Larry Herman (Hon).

250 A: 1. Josh Sweat (Kaw); 2. James Evans (Kaw); 3. Mike McDonald (Suz); 4. David Hand (Hon); 5. Shane McMillin (Suz).

250 B: 1. Ryan Gates (Suz); 2. Richard Ray (Yam); 3. Joe Volkar (Hon); 4. Donald Luther (Suz); 5. Shane Shipley (Kaw).

250 C: 1. Scott Sokol (Suz); 2. Daniel Glaize (Suz); 3. Neal Hart (Suz); 4. Don Bizon (Hon); 5. Todd Fryman (Hon).

VET A: 1. David Hand (Hon); 2. Tim Coombs (Yam); 3. Jeff Provance (Hon); 4. James Kinsley (Suz); 5. Ken Frankenberry (Hon).

VET B: 1. Robert Hafer (Suz); 2. Rick Clemenece (Yam); 3. Ralph Bentley (Yam); 4. Jeff Bellmer (Yam); 5. Steve Phillips (Hon).

OPEN B/C: 1. David Fox (Hon); 2. Doug Baros (Hon); 3. Matthew Cempa (Hon); 4. Kevin Cozzi (Hon); 5. Lonnie Wells (KTM).

CLGBY: 1. Chad Sanner (Kaw); 2. Karl Scott (Kaw); 3. Jason Sisler (Suz); 4. Sam Williams (Hon); 5. Justin Paris (Suz).

SCHBY: 1. Jeremy Borkowski (Kaw); 2. Ryan Himes (Hon); 3. Zachary Yost (Suz).

SPTSMN: 1. Sean Lucas (Kaw); 2. Craig Tichansky (Yam); 3. Joshua Clifford (Kaw); 4. Matthew Russell (Kaw); 5. Jeff Gernic (Suz).

25+: 1. Jeff Provance (Hon); 2. Scott McGill (Suz); 3. Eric Tautkus (Kaw); 4. James Kinsley (Suz); 5. Eddie Karban (Hon).

40+: 1. Ken Frankenberry (Hon); 2. Henry Hauenstein (Kaw); 3. Jack Mills (Suz); 4. Skip Stewart (Hon); 5. Edward Marsh (Hon).

VINT: 1. Kevin Cozzi (Flon); 2. Robert Uphold (Yam).

80 (14-15): 1. Craig Tichansky (Yam); 2. Sean Lucas (Kaw).

80 (12-13): 1. Brandon Rhodes (Yam); 2. Joshua Clifford (Kaw); 3. Matthew Russell (Kaw); 4. Tommy Anderson (Suz); 5. Brandon Weitken (Suz).

65: 1. George Baker (Kaw); 2. Mark Mills (Kaw); 3. Christopher Stuckey (Kaw); 4. Brock Urlakis (Kaw).

50 D-1: 1. Darryn Durham (KTM): 2. Shannon Lindsco (KTM).

50 D-2: 1. George Baker (Cob); 2. Mark Mills (Cob).

50 D-3: 1. Richard Kronk (Yam); 2. Kevin Whitlock (Yam); 3. Brent Urlakis (Suz); 4. Shane Durham (Yam).

Smith, Jones jam to CRC wins

By Greg Robertson

PALMDALE, CA, JUNE 15

Shane Smith and Nathan Jones turned good starts into double moto wins in the 80cc (7-11) and 125cc Beginner classes repectively during California Racing Clubs' Saturday night motocross at Los Angeles County Raceway.

The first 80cc (7-11) moto had Smith's name all over it as he nailed the holeshot aboard his CR80 and rode the entire distance virtually uncontested. Gerard Patin kept Vincent Rhoads at bay to claim second place.

Smith got another good start in moto two but Patin wasn't letting him get away this time. Patin watched Smith's lines for a couple of laps, and then put his YZSO into the top spot. Smith was all over Patin and had to eat sand for a couple laps before he was able to regain the lead. Patin bobbled and went down, handing second place to Rhoads with time running out. While Smith cruised out front to collect his second moto win, Patin desparately tried to reel in Rhoads but missed a turn and lost ground. Rhoads' 3-2 effort earned the second place trophy.

Jones completely destroyed the competition in the first 125cc Beginner moto. August Culver held down second position for a short while before developing problems and retiring. Next it was David Aceves' turn in the runner-up position, until Paul Smith got the better of him after a lap. Aceves, however, came on strong in the final laps and repassed Smith to take second.

Jones returned in the second moto to show everyone the backside of his jersey for a couple of laps before disappearing into the darkness for another convincing win. Culver came out on top of a great moto-long battle with Aceves and Smith to grab second place at the checkered flag. Aceves' 2-3 finishes earned him second in the final standings. CN

Results

P/W (0-6): 1. Shawn Butler (Yam); 2. William Ballestero (Yam); 3. David Medina (Yam); 4. Shana Rhinehart (Yam); 5. Ken Slater (Yam).

P/W (7-9): 1. Christopher Armitage (Yam).

S/STK (0-6): 1. Tyler McComb (KTM); 2. Cole Pugmire (LEM); 3. Trever Ford (KTM); 4. Trent Pugmire (LEM).

S/STK (7-9): 1. Tye Hames (KTM); 2. Bob Cobb (KTM); 3. Doug Carter (KTM);

4. Riley Harper (LEM); 5. Timmy Ritzler (KTM).

MOD: 1. Jimmy Williams (Yam).

60 BEG: 1. Robert Memoli (Kaw); 2. Chris Jancich (Kaw).

60 (0-8): 1. Edward Herring (Kaw); 2. Dave Carter (Kaw).

60 (9-11): 1. Anthony Barbacovi (Kaw).

80 BEG: 1. Anthony Barbacovi (Yam); 2. Justin Jordan (Kaw); 3. Dave Carter (Kaw); 4. Jared Tebo (Kaw); 5. Richard Enbanks (Yam).

80 (7-11): 1. Shane Smith (Hon); 2. Vincent Rhoads (Yam); 3. Gerard Patin (Yam); 4. Lane Boyer (Hon); 5. Tim Cobb (Hon).

80 (12-13): 1. Chris Tocco (Suz); 2. William Arthur.

80 (14-16): 1. Levi Reid (Yam); 2. John Simanovich (Suz); 3. Brent Gillen (Yam).

BW: 1. Donny Elmer (Kaw).

125 BEG: 1. Nathan Jones (Yam); 2. David Aceves (Suz); 3. Paul Smith (Kaw); 4. Joel Hanson (Hon); 5. August Culver (Kaw).

125 NOV: 1. Ryan Orr (Yam); 2. Justin Kornoff (Hon); 3. Lance Austin (Hon); 4. Lars Lindstrom (Hon); 5. Jeff Eide (Hon).

125 INT: 1. Brian Sweany (Hon); 2. Keny Terracciano (Hon).

125 PRO: 1. Casey Lytle (Hon); 2. Marcel Sanchez (Suz).

250 BEG: 1. Rick Nolte (Suz); 2. Pasha Afshar (Yam); 3. Ron Gregg (Yam); 4. Michael Burns (Hon).

250 INT: 1. Brian Sweany (Hon); 2. Nick Mairose (Suz); 3. Jason Dubin (Suz); 4. Chris Allen (Suz); 5. Matt Bryan (Kaw).

250 PRO: 1. Casey Lytle (Hon).

JR VET BEG: 1. Thomas Etchart (Hon); 2. Pasha Afshar (Yam); 3. Steve Sagely (Yam); 4. Assaf Alush (Hon); 5. Larry Page (Yam).

JR VET NOV: 1. Robert Baehr (Kaw); 2. Gabi Abayou (Hon); 3. Brad Pietro (Suz); 4. Brian Thomas (Hon).

VET BEG: 1. Mark Nolen (Hon); 2. John Adams (Suz); 3. Stanely Norwoods (Kaw); 4. Ralph Calhoun (Hon); 5. Michael Logue (KTM).

VET NOV: 1. Brett Allen (Hon); 2. John Chapman (Yam).

VET INT: 1. Bruce Tebo (Hon): 2. Jerry Asher (Hon); 3. Ed Tripp (Hon).

VET EX-PRO: 1. Rich Truchinski (Hon); 2. Eric Casas (Yam); 3. Leo Saul (Yam); 4. Mark Horton (Yam); 5. Rodney Morrison (Hon).

SR NOV: 1. Peter Terracciano (Kaw).

SR EX: 1. Randy Anderson (Yam); 2. Bob Dunham (Yam).

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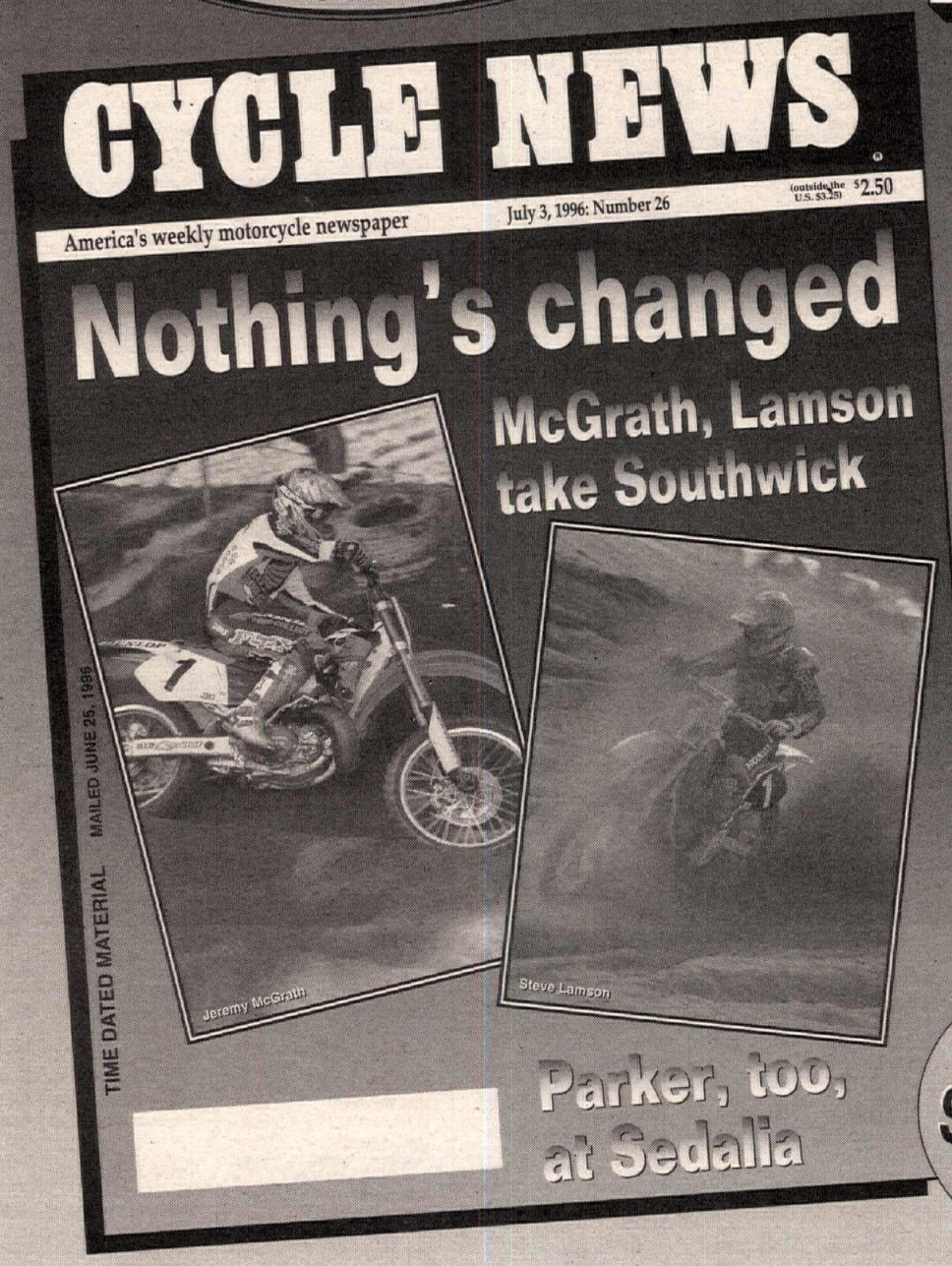

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RESULTS

Speedway
Orange County Fairgrounds
Costa Mesa, CA
May 31

HDCP
Shawn McConnell
Gary Ackroyd
Jake Zemke
Jerry Black
Walt Farnum
SCR
Bobby Schwartz
Steve Lucero
Gary Hicks
Shawn McConnell
Jesse Finch
SUP
Mike Reed
SDCR
Carmont/Taling

Motocross
Sunset Ramblers
Galion, OH
June 2
By Goggles Pisano III

50 P/W
Tyler Mosier Yam
J. Cody Anderson KTM
Michael Taylor KTM
Calvin McQuillen
MINI JR
Chuckie Smith Hon
Joe Lange Kaw
Jeremy Morris Kaw
MINI SR
Justin Chance Suz
SCHBY
Travis Ousley Hon
125 C
Shawn Hendrickson Kaw
Kyle Tackett Hon
Jeremy Gadd Kaw
Steve Herr Hon
Aaron Benson Kaw
250 4-STRK B
Jim Rhoden Yam
Steve Rhoden Yam
David Foos Hon
Bart Anatra Hon
250 C
Chuck Smith Hon
Phil Cathers Hon
Jeff Thomas Hon

Motocross
Rocky Top USA
Oklahoma City, OK
June 9

50 P/W STK
Matthew Sanders Yam
Robert Ross Yam
Brandi James Yam
65 MINI (7-11)
Shawn Cook Kaw
Mitch Sanders Kaw
85 BEG (7-16)
Ryan Chambless Kaw
Cody Cannon Yam
Bart Davis Hon
Reece Heflin Kaw
Jared Enright Suz
85 NOV (7-16)
Kevin Delling Yam
Phillip Rape Yam
Brandi Davis Yam
Lee Sellers Jr. Suz
Billy Brown Hon
85 INT (12-13)
Colt Humphrey Hon
85 INT (14-16)
Levi Humphrey Hon
85 OPEN (7-16)
Johnny Marley
Colt Humphrey Hon
Levi Humphrey Hon
125 BEG
Randy Hornbruger Suz
Brian Van Norman Hon
Josh Johnson Suz
B.J. Messner Yam
Robert Smith Hon
125 NOV
Brent Waggoner Hon
125 INT
Monte Frank Kaw
Johnny Marley
125 EX
Robbie Reynard Hon
Dennis Owens Kaw
Trey Owens Kaw
Billy Akers Kaw
Jeff Hedden Suz
250 BEG
Chris Sorensen Hon
Jeff Griggs Hon
Rodney Buhl Kaw
Scott Fried
Brian Moss Suz
250 NOV
Dax Hodge Yam
Ian Murphy Kaw
Laverne Kelley Hon
250 EX
Dennis Owens Kaw
Billy Akers Kaw
Trey Owens Kaw
Cody Anderson Suz
Andy Anderson Kaw
NOV (30+)
Mitchell Sanders Kaw
Rick Myers Kaw
Doug Harris Yam
INT (30+)
Jim Campbell Hon
40+
Ronnie Cye Hon
50+
Laverne Kelley Hon
50/65 HNG TM
Shawn Cook
85 HNG TM
Johnny Marley
125/250 HNG TM
Dax Hodge

Speedway
Orange County Fairgrounds
Costa Mesa, CA
June 7

HDCP
Shawn McConnell
Steve Lucero
Andy Northrup
Razzo the Clown
Bobby Schwartz
SCR
Steve Lucero
Gary Hicks
Shawn McConnell
Bobby Schwartz
Robert Pfetzing
SUP
Randy Skinner

Motocross
Surdyke Yamaha Appreciation Race
Possum Hollow MX Park
Springfield, MO
June 6

P/W (4-6)
Jerrod Livingston
Tyler Wayt
Dylan Tomlin
Anthony Vail
Tallon Gere
P/W (7-8)
Mike Garrison
Morgan Guy
Justin Mills
Austin Simco
60
Michael Simmoneau
Stephen Simmoneau
Jimmy Albertson
Zach Seanz
SCHBY
Joe David Jarvis
James Grier
Chris Graham
Chris Muse
80 BEG
Chris Muse
Jonathan Tomlin
Greg Albertson
Brandon Arnold
80 SR
Joe David Jarvis
Chris Graham
125 BEG
Kevin Rix
Charles Hachtel
Fred Dearborn
Kurt Barker
Greg Palmershiem
125 NOV
Dusty Emerson
Ryan Branch
Aaron Shaw
Bill Schlater
250 BEG
Doug Adams
Daniel Cullers
Roger Sparks
David Taylor
Pat Haney
250 NOV
Ryan Branch
Dusty Emerson
Steve Logston
Buddy Schlater
Derrick Porter
250 INT
Dustin Taylor
30+
Doug Gere
Mike Forkner
Dennis Tomlin
Fred Giarette
R.D. Peterson
35+
Terry Tennant
Brian Albertson
Gary Buecker
OUTLAW
Dustin Taylor
Darin Stark
Paul Heisner

Motocross
Diamondback MX
Modena, NY
June 9
By Rose A. Sickenius

P/W (4-6)
Mark Alnemy Cob
Garrret Wilson KTM
Robert Brew KTM
Brian Yarrish KTM
Nicolas Swift KTM
P/W (7-8)
Jay Weller Cob
Greg Challacombe Cob
Tim Sullivan Cob
Justin Murphy Cob
Mike Gresso Cob
60
Ryan Mills Kaw
Jay Wller Kaw
B.J. Smith Kaw
Robert Johnson Kaw
Brian Murphy Kaw
S/MINI
Jeff Koenig Hon
Mark Wundreck Kaw
Mike Leavitt Hon
Erin McDermott Suz
Ken Ran
JR MINI
Ryan Mills Suz
James McNeill Hon
Charles Ellis Hon
Robert Johnson Kaw
B.J. Smith Suz
SR MINI
Jeff Koenig Hon
Erin McDermott Suz
Tyler Griffin Kaw
Jeron Anthony
Ken Rand Hon
SCHBY
Alby Radwlic Suz
Gregg Goldfuss Yam
Mark Wundrack Kaw
Shawn Russo Suz
Brendon Garrett
125 C
Gregg Goldfuss Yam
Jeff Fleece Suz
Tim Rubino Yam
Robert Thorne Suz
Gary Colletti
250/OPEN C
Phillip Vesely Suz
John Zogheb
Karl Bohn Suz
Richard Ohloff
Gary Ostergard
25+ B
James Smith Yam
Jamie Lloret Kaw
Karl Bohn
David Edighoffe
Jerry Cantone
30+ B
Ray Micucci Yam
William Grippo Hon
Jamie Lloret Kaw
Phil Beckett Hon
Anthony Tetta
CLGBY
Bill Baker Suz
Kyle Lucas
Eddie Hololot
Drew Baier Kaw
Jonathan Lombardo
125 B
Eddie Arasiniwicz Hon
Shane Stephenson Suz
Rob Abram
Shawn Russo Suz
Corey Newman
250 B
Drew Baier Kaw
Nick McCabe Yam
Don Opdycke
Ray Micucci Yam
Brian Michaud Hon
25+ A
Keith Mann
John Coen Suz
Darren O'Connell Hon
Paul Driscoll Yam
Ken McCarthy
30+
Carlo Coen Yam
Keith Mann
John Coen Suz
Tom Wall Yam
Mike Moore
125 A
Carlo Coen Yam
Steve Katsauvakis Kaw
Keith Troccoli Suz
Eric Richards Kaw
Eddie Hololob
250 A
Carlo Coen Yam
Eric Richards Kaw
Kurt McMilliam Hon
Edwin Lyons
Steve Katsauavakis Kaw
40+
Gary Fitzer
Stephen Coy Hon
Jeff Thompson Hon
Joe Swift Yam
Mark Mercandante

Motocross
NESC
Central Village, CT
June 9

85 C
Luke Soroka Kaw
Justin Thompson Suz
Thomas Smith Suz
Andrew Erikson Suz
Peter Katasoules Hon
85 B
Jeremy White Suz
Dan Livernoche Hon
Eric Smith Hon
Joshua Rorrie Kaw
Ken Bernard Hon
125 YTH A
Brent McIntyre Hon
Ben McCarthy Kaw
Ban Pepoon Suz
Derek Salsbury Kaw
Jody Galemba Kaw
125 YTH C
Matt Doody Hon
Daniel Cady Kaw
John Cadarette Suz
Jason Tootell Kaw
James Cournoyer Kaw
125 YTH B
Andrew Neurether Suz
Joshua Winchell Hon
Greg Webster Yam
Ryan O'Connell Kaw
Andrew Ballou Kaw
85 A
Paul Veracka Kaw
Ryan O'Connell Kaw
Chris O'Neal Kaw
Carl Decotis Hon
Russell Eldridge Hon
125 AM B
Jody Galemba Kaw
Ben McCarthy Kaw
Matt Charron Suz
Dana Johnson Hon
Derek Salsbury Kaw
200+ AM B
Paul Letendre Hon
Lason LaVallee Suz
John Brunnelle Hon
Jason Maslowski Hon
Jason Paquin Hon
OPEN AM B
Jason Maslowski Hon
Robert Hearn Hon
Shaun Stout Hon
Darren Wilder Suz
Tim Sabrowski
125 NOV C
Shawn Whalen Suz
Luke Allen Suz
David Robbins Yam
Paul Johnson Yam
Steve Mooney Hon
200 + NOV C
Anthony Geraci Hon
OPEN NOV C
Anthony Geraci Hon
Shawn Whalen Suz
Jeff Martell Hon
125 EX A
Scott Carter Hon
Mike Treadwell Suz
Pat Barton Suz
Jonathan Keller Hon
Austin Squires Suz
200 EX A
Scott Carter Hon
Shane O'Connor Hon
Patrick Barton Suz
Jonathan Keller Hon
Mike Treadwell Suz
OPEN EX A
Jason Boron Kaw
Chris Johnson Hon
Keith Goyette Hon
David Ouimette
40+
Jim Meenan Suz
Bob Piche Hon
John Delgrosso Suz
Jack Weaver Suz
Jim Satryb Hon
NON-EX (40+)
Merle Monroe Yam
Bob Baer Kaw
David Wheatley Kaw
Don LaChapelle Yam
WIlliam Pemberton Kaw
NOV C (30+)
Michael Paparian Suz
William Gosselin Suz
Keith Ferguson Suz
David Remenik Hon
Tim O'Donnell Suz
30+ A
Pat Barton Suz
Joe Mikalson Suz
Steve Griff Hon
Mike DeGaetano Suz
Tom Sonier Kaw
30+ B
Craig Arruda Hon
Terry Davis Suz
John Thompson Suz
David Boisvert Suz
Robert Hearn Hon
35+ A
Joe Mikalson Suz
Jim Meenan Suz
Mike DeGaetano Suz
Norman Hebert Yam
John DelGrosso Suz
35+ B
Warren Emerson Kaw
Merle Monroe Yam
Jim Seery KTM
Joe Ores Hon
Joe Machon Hon

Short Track
Electric City Riders
Schenectady, NY
June 2
By David Leighton

50 STK (7-8)
Lucas R. Olszowy KTM
Johanna Creamer Yam
Shane Marsche Hon
Tyler MacDonald Kaw
Lindsey Weidman Yam
65 AUTO
Eric Kvinlaug Yam
Zachary Carson Yam
Sean Keeley Yam
60
Eric Kvinlaug Kaw
William Warford III Kaw
Jeff Dickinson Kaw
Joseph Angelo III Kaw
Brian Hanes Kaw
80
Lowell Carson Hon
Justin Velicky Yam
Thomas Newell Kaw
Darryl Reese Yam
Joey Prisco Yam
125 AM
Mike Maschewske Yam
Daniel Linen Hon
Scott Morrison Kaw
Kristin Edwards Hon
Josh Velicky Hon
250 AM
Justin Velicky Yam
Jacob Reese Kaw
Michael Lounsbury Hon
Shawn Morm Hon
Mile Maschewske Yam
250 EX
James McGivern Yam
Dick Edwards Suz
Don Prevost Hon
Sharmon Rector Hon
John Thomas Hon
F-100
Michael Ingalsbe Hon
James McGivern Hon
Morgan Coolbeth Hon
William Deleskiewicz Hon
James Miller Hon
OPEN AM
James Fisk Hon
Bryon Seyfried Hon
Michael Lounsbury Rtx
Scott Morris Suz
Mark Dickens Hon
OPEN EX
Morgan Coolbeth Rtx
Steve Longo Rtx
Marco Morello Rtx
Robert McGirr Yam
Steve Johnson Rtx
SPTSMN
George Richtmeyer Jr. Tri
Shawn Mobley Hon
Steve Longo Rtx
Frank Carpinello Rtx
Steve Johnson Rtx
LT VINT
WIlliam Newell Hon
Gregory Bastek Hon
Lee Florin H-D
Daniel Linen Kaw
Chris Giles Tri
HVY VINT
George Richtmeyer Jr. Tri
Steve Longo Tri
James Miller H-D
John Hildebrand Tri
Eric Kvinlaug Yam
SR A
William Newell Tri
Frank Carpinello Rtx
Don Prevost Hon
John Hildebrand W-R
SR B
Warren Walters Hon
Joseph Gould Hon
Jeffrey West Rtx
Bryon Seyfried Hon
Scott Morris Suz

Motocross
Southwoods Sportsmen
Monticello, NY
June 2
By Rose A. Sickenius

P/W (4-6)
Garrett Wilson KTM
Brian Yarrish KTM
Nicolas Swift KTM
Greg Infinger KTM
Ryan Slaterweimann
P/W (7-8)
Jay Weller Cob
Phillip Nicoletti Cob
Tim Sullivan Cob
Will Weissberg Cob
Mike Gresso Cob
60
Jay Weller Kaw
Robert Johnson Kaw
Mike Cledenin Kaw
Jordan Crawford
Chris Fleece
S/MINI
Jeff Koenig Hon
Mark Wundreck Kaw
Mike Leavitt Hon
Erin McDermott Suz
Guilherme Semanech Yam
P/W SUZ & YAM (4-8)
Robert Brew Yam
Matthew Outwater Yam
Ryan Slater-Weimann Yam
Cole WIlson Yam
Corey Price Yam
JR MINI
Steven Mootz Hon
Robert Johnson Kaw
Thomas Stintson Kaw
Shawn Daigle
Mike Cledenin Kaw
SR MINI
Jeff Koenig Hon
Mike Leavitt Hon
Tyler Griffin Kaw
Erin McDermott Suz
Guilherme Semanech Yam
SCHBY
Ed Abasimwicz Hon
Alby Radwlic Suz
Gregg Goldfuss Yam
Mark Wundrack Kaw
Andrew Pugotti Hon
125 C
Gregg Goldfuss Yam
Andrew Saueer Hon
Jeff Fleece Suz
Tim Mitchell
Jason Tublewicz Suz
250/OPEN C
Neal Lloret
Christopher Delo
Josh Sequine Hon
Richard Ohloff
Gary Osteraro
25+ B
Ken Kronberg Suz
Chad O'Hara Kaw
Ray Micucci Yam
Jeff Pritchard Yam
Ron Monette Yam
30+ B
Ron Monette Yam
Ken Kronberg Suz
Ray Micucci Yam
William Grippo Hon
Kevin McCarthy Suz
CLGBY
Steve Katsauavkis Kaw
Drew Baier Kaw
Justin Barns Suz
Shane Stephenson Suz
Jonathan Lombardo
125 B
Shane Stephenson Suz
Nick McCabe Yam
Tony Perdone
Nick Oini
Roger Baxter
250 B
Bryan Babcock
Drew Baier Kaw
Brian Michaud Hon
Nick McCabe Yam
Jeff Pritchard Yam
25+ A
Carlo Coen Yam
Mike Spear Suz
Christopher Zikens
Mark Costa
David Olson
30+ A
Carlo Coen Yam
Mark Costa
Mike Spear Suz
Keith Mann
John Coen Suz
125 A
Carlo Coen Yam
Keith Troccoli Suz
Eric Richards Kaw
James Brothers
Jason Linn Suz
250 A
Mike Spear Suz
James Brothers
Steve Katsauavakis Kaw
Eric Richards Kaw
Andrew Lucas
40+
James Weinert
Stephen Cox Hon
Jeff Thompson Hon
Bob McCann
G. Warren Rutherford

Road Racing
Manitoba Roadracing Association
Gimli Motorsports Park
Gimli, Manitoba, Canada
June 1-2

ENDR
Rod Fidler Suz
Myron Greoning Suz
Cam Douglas Hon
Fred Marriott Suz
Marty Carrington Hon
750 S/SPRT EX
Myron Greoning Suz
Rod Fidler Suz
750 S/SPRT JR
Fred Marriott Suz
Jeff Friesen Suz
Allan Wade Suz
Adrian Taylor
Colin Pope Hon
600 S/SPRT EX
Marty Carrington Hon
600 S/SPRT JR
Colin Pope Hon
Rolland Lawson Hon
Adrian Taylor Hon
Roger Stotschek Hon
Darren Luebke Hon
Ron Luik Hon
Darcy Walter Yam
OPEN S/SPRT EX
Myron Greoning Suz
Rod Fidler Suz
OPEN S/SPRT JR
Colin Pope Hon
Fred Marriott Suz
Jeff Friesen Suz
Carl Herzog Suz
Adrian Taylor Hon
S/BK EX
Myron Greoning Suz
Rod Fidler Suz
S/BK JR
Colin Pope Hon
Fred Marriott Suz
Jeff Friesen Suz
Paul Lie Suz
Ryan Hall Suz

Motocross
Fossil Bowl
Clarkia, ID
June 9

AUTO
Tanner Blevins Yam
Buddy Whitcomb KTM
Sam Deatley KTM
Alex Curry KTM
Jake Whitcomb Yam
JR MINI
Cody Stanton Kaw
Tanner Blevins Kaw
Kyle Wilkinson Hon
Sam Deatley Kaw
Nick Drake Kaw
80 BEG
Jeremy Sculley Suz
Tim Silflow Hon
Chuck Compton Yam
Willy Harris Yam
Adam Smith Yam
80 (12/16)
Justin Hall Yam
Shane Wray Kaw
Luke Dupin Yam
Cody Beck Hon
S/MINI
Cody Beck Hon
B. McFarland Kaw
Jon Taylor Kaw
Shane Wray Kaw
Lee Albrecht Kaw
125 BEG
Scott Heaton Kaw
Matt Jackson Suz
Sam Renner Yam
Justin Montague Kaw
Kerry Meadows Yam
125 JR
Dustin Pharness Hon
Nate King Suz
J. McFarland Hon
Dustin Lyon Yam
Russ Kautzman Hon
125 INT
James Murray Yam
Chad Eckley Hon
125 PRO
Doug Miller Kaw
250 BEG
Levi Bradley Kaw
Ted Arnold Hon
Jason Rains Yam
Brian Deatley Suz
Jim Magallon Yam
250 JR
Perry Berger Hon
Dustin Lyon Yam
Dustin Spangle Hon
Kevin Scherer Hon
David Hanson Hon
250 PRO
Doug Miller Hon
Barry Frehner Yam
Cody Wilks Suz
UTH
E. Christiansen Yam
OT
Cris Berger Hon
Steve Valkenaar KTM
Perry Berger Hon
Brent Larsen Kaw
40+
B. McLuaghlin Yam
SILK
E. Christainsen Yam
Kevin Scherer Hon
Josh Charles Hon
Charles Spelts Yam

Motocross
Challenger Raceway
Jacksonville, PA
June 9

126-250 B
Shane Shipley Kaw
James Churley Jr. Hon
Jody Earnest Hon
Michael Bowersox Suz
126-250 C
Scott Sokol Suz
Kirby Howard Kaw
Edward Wright Yam
Brian Sterrett Hon
Terry Husar Yam
251-OPEN B/C
Dean Auen Hon
Douglas McCulty Suz
Jim Burns Hon
25+
Fred Bashor Suz
Douglas Tussey Hon
30+ A
Joseph Oldham Hon
Terry Jones KTM
30+ B
Joe Dowiak Yam
40+
Dave Ulizio Suz
CLGBY
Bobby Musgrove Kaw
66-85 JR (7-11)
Adam Musgrove Kaw
Adam Jones Suz
Brendan Smetana Yam
Justine Smetana Suz
66-85 INT (12-13)
James Blair III Suz
Robert Shuckhart Hon
Matthew Russell Kaw
Gregg Hoover Suz
66-85 SR (14-15)
Adam Eberhat Suz
Matthew Setree Yam
SCHBY II 125 (12-15)
Justin Kniess Hon
Brad Stevens Hon
106-125 B
Bradley Astolos Suz
Shane Shipley Kaw
Jeff Nelson Suz
Brian Teyssier Suz
Bobby Musgrove Kaw
106-125 C
Scott Stewart Yam
Rick Salandro Hon
Cory Campbell Kaw
Bill Stewart Kaw
Tim Nelson Yam
0-51 (4-6)
Brendon Burns KTM
0-51 (7-8)
Ryan Gould KTM
Shawn Striffler Hon
0-65 (7-11)
D.C. Clark Kaw
Neil Thompson Kaw
85 (7-15) S/MINI
Adam Musgrove Kaw
Brendan Semetana Yam
Adam Jones Suz
Matthew Russell Kaw

Motocross
Sprout Patch
Billings, MO
June 8
By Gale Boswell

50
Morgan Guy
Dylan Tomlin
Jimmy Albertson
Tyler Mallow
Kristopher Stone
60
Jimmy Albertson
Michael Simmoneau
Zack Evans
Stephen Simmoneau
Austin Coffee
80 BEG
Jonathan Tomlin
Gregg Albertson
Jason Strain
80 SR
Joe Jarvis
Chris Graham
Brandon Butterfly
125 BEG
Kevin Rix
Kurt Barker
Fred Dearborn
James Grier
Mack Dinwiddie
125 NOV
Ryan Branch
Chales Amodeo
Bill Shlatter
J.W. Teasley
Brandon Behling
250 BEG
Tracy Stone
Harold Martin
David Taylor
Matt Price
Levi Page
250 NOV
Ryan Branch
Derrick Porter
Ted Courdin
Buddy Schlatter
Geoff Cook
COMB OPEN
Aaron Storey
Brian Bacal
Jack Jones
Derrick Porter
Darin Stark
30+
Brian Albertson
Dennis Tomlin
Tony Lee

Motocross
Hillbilly Raceway
Hatfield, KY
May 28
By Dee Dee Williamson

50
Dude Duncan KTM
60
Adam Francis Kaw
Matt Smith Kaw
80 A
Derek Estep Kaw
Jamie Hainer Kaw
80 B
Jeremy Dingess Suz
Brandt Brooks Suz
Adam Francis Kaw
125 A
Timmy Milligan Suz
125 B
Fred Duncan Suz
Brandon Cline Hon
Jimmy Berry Hon
250 A
Greg Williamson Hon
John Neace Hon
Scott Varney Kaw
250 B
Clayton Perry Hon
Shawn Flynn Yam
Mark Young Hon
30+
Greg Williamson Hon
Dan Auton Yam
Tim Steele Hon
40+
Butch Wills Hon
Dan Auton Yam
OPEN
Jeff Haynie Hon
Leslie Howell Yam
Keith Fields Hon

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
7/21 Laguna Seca, USA, Rnd 6
8/4 Brands Hatch, England, Rnd 7
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
7/7 Nismes, Belgium, Rnd 9
7/14 Maribor, Slovenia, Rnd 10
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
7/14 Belo Horizonte, Brazil, Rnd 9
7/28 Borgo Magg., San Marino, Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Switz., Rnd 14

World C'ship 500cc MX Series
7/21 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Lux., Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series
7/1 Pocking, Germany, Rnd 3
8/10 Linkoeping, Sweden, Rnd 4
8/31 London, England, Rnd 5
9/21 Vojens, Denmark, Rnd 6

International Six Day Enduro
8/12-17 Hameenlinna, Finland

World Sidecar Cross Grand Prix
7/14 Rijkevorsel, Belgium
8/18 Kegums, Latvia
8/25 Mill, Holland
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations
9/15 Jerez, Spain

Trials des Nations
8/31-9/1 Kinner, Sweden

AMA Grand Nat'l C'ship Series
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 East Moline, IL, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/24 Hagerstown, MD, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
7/6 Lake Odessa, MI, Rnd 6
7/14 Du Quoin, IL, Rnd 7
8/10 Lincoln, NE, Rnd 8
8/24 Hagerstown, MD, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Four-Stroke Motocross Series
7/20-21 Boise, ID, Rnd 7
8/18 Washougal, WA, Rnd 8
9/1 Grand Junction, CO, Rnd 9

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
10/4-6 Las Vegas, NV, Rnd 11

North American Sport Bike Series
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Hare Scrambles Series
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA/North Eastern Cross Country Series
7/7 Owasco, NY
7/14 Little Falls, NY
7/28 Little Genesee, NY
8/11 Rew, PA
9/1 Little Falls, NY
9/22 Martinsburgh, NY
10/13 South Edmonsten, NY
*AMA National HS
Info 716/581-1455

AMA National Championship Hare & Hound Series
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-8/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series
8/10 Haydenville, OH, Rnd 6
8/18 Monson, MA, Rnd 7
9/8 Freemansburg, PA, Rnd 8
9/15 Middlebury, IN, Rnd 9
9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert C'ship Series
10/8-10 Baja California, Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
7/6-7 Jasper, TN, Rnds 4 & 5
8/10-11 Donner, CA, Rnds 6 & 7
9/21 Omaha, NE, Rnd 8
9/22 Kansas City, MO, Rnd 9

Championship Cup Series
Florida Region
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/1 Homestead, FL
Great Lakes Region
7/6-7 Grattan, MI
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI
Great Plains Region
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN
Mid-Atlantic Region
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV
Mid-West Region
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL
Northeast Region
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH
Southeast Region
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA
Southwest Region
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series
South Central Region
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK
Southeast Region
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA
North Central Region
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN
Northeast Region
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV
Mid-Central Region
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA National Challenge Series
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA National Endurance Series
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
* 7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26

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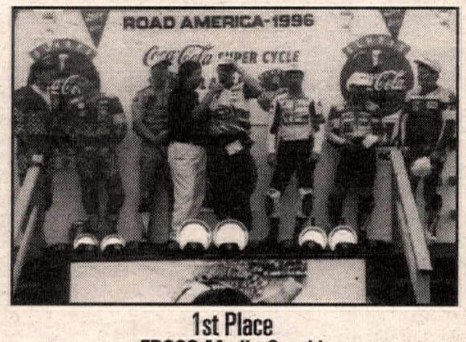

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2nd Place
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Disc Brakes & Wheels
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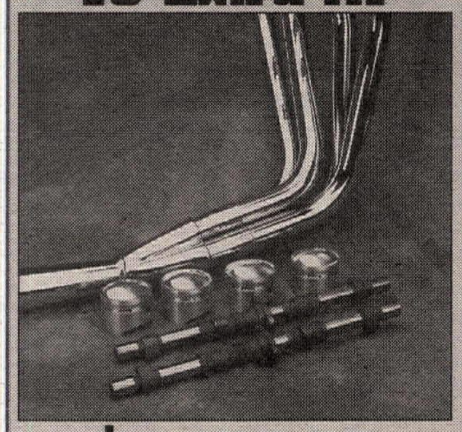
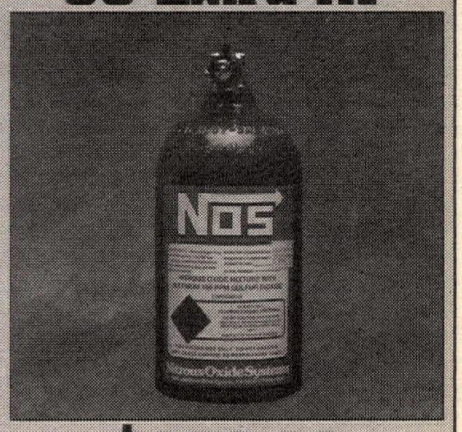


$1,000.00
and a pain to install!

50 Extra HP



$600.00
and easy to install!

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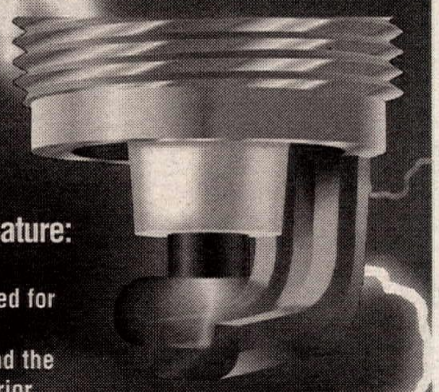

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ACCEL U-Groove spark plugs also feature:

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- Machine rolled threads (which are designed for aluminum cylinder heads)
- A unique copper-glass seal process to bond the upper and lower electrode stems for superior conductivity and heat dissipation.

Plus, to ensure that high performance standards are always met, every ACCEL U-Groove spark plug is pre-fired before it leaves the factory! ACCEL is a spark plug you can count on when you need it most.

It should be no surprise that ACCEL U-Groove spark plugs come with so many unique features. The engineers at ACCEL are experts in the complete ignition system. ACCEL also makes a full line of ignition coils, wires and a number of other high performance products. Sure, a set of ACCEL U-Groove spark plugs is a great start, but to get the very most out of your engine, be sure to check out the entire line of ACCEL Performance Products at your local dealer.

ACCEL Performance Products

For more information call 216-398-8300 ext. 461
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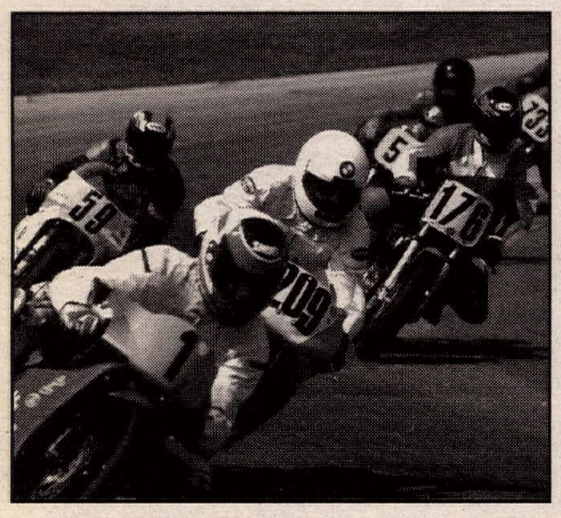
CYCLE NEWS
America's Weekly Motorcycle Newspaper

MID-OHIO SPORTS CAR COURSE

LEXINGTON, OHIO



Call **1-800-MID-OHIO** or 419-884-4000 for **AMA Vintage Motorcycle Days** tickets and **614-891-2425** for event information.

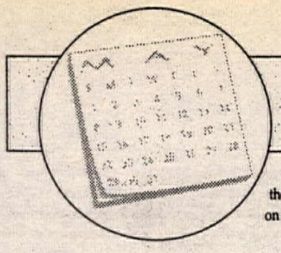
Children 12 and under admitted **FREE!**
10% discount on tickets ordered by July 12.

Vintage 1996 MOTORCYCLE DAYS MID-OHIO SPORTS CAR COURSE

JULY 19-21

AHRMA Vintage Races
Antique and Classic Motorcycle Auction
Motorcycle Show
Swap Meet
BMW Battle of the Legends
Motocross
Demo Rides

http://www.midohio.com



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series
7/19-21 Lexington, OH
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
7/13 Donner, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
7/27 Weedsport, NY
8/10 Hartford, MI
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional MX Series
7/14 Mitchell, IN
7/20 Lesington, OH
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
7/19 Quincy, CA, Rnd 6
7/27 Brentwood, CA, Rnd 7
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/26-27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA Championship Enduro Series
7/21 Oxford, MA
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
7/7 Union, CT
7/14 Windsor, MA
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
7/6 Union, CT
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
7/5 Lake Odessa, MI
7/13 Rapid City, SD
7/14 Casper, WY
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Erie, CO
9/1 Hugo, CO
9/7 Columbus Junction, IA
9/14 Lexington, OK
10/12 Del Mar, CA
10/14 Del Mar, CA
Info 918/836-6999

Black Jack Enduro Circuit
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
7/13 Fallen, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
9/21 Montreal, Quebec
Info 416/363-9035

EARA Atlantic Cup Series
7/7 Hampton, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 011-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
7/14 Palomar, CA
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
7/14 Berthound, CO
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National SX Series
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA/District 37 Grand Prix Series
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/U.S. Women's MX League Outdoor Championship Series
7/20-21 Unadilla, NY
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/775-7209

Yamaha Sunshine State Championship MX Series
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet Championship Series
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
7/13 Sterling, KS
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
7/7 Hillsboro, KS
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA National MX Finals
10/4-6 Branson, MO
Info 909/657-6834

AMA MX Mega Series
7/13-14 Blountville, TN
7/21 Wytheville, VA
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
7/6-7 Caliente, NV
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

WSMC Road Race Series
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/17 Riverside, CA
* 11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
* National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National Motocross Series
7/13-14 Rupert, ID
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

Championship Enduro Series
7/7 Hobbie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

C'ship Hare Scrambles Series
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
7/28 Exeter, RI
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association C'ship Series
7/6-7 Jasper, TN
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

Hammerhead Grand Championship Series
7/7 Dillwyn, VA
7/14 Axton, VA
7/21 East Bend, NC
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

US Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
7/14 Danville, VA
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Spring Series
7/6 Greene, ME
7/7 Greene, ME
7/14 Southwick, MA
7/21 Middleboro, MA
Info 413/772-0685

NESC Motocross Fall Series
7/21 Middleboro, MA
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
7/14 Mead, CO
7/20 Mead, CO
8/4 Peublo, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
7/TBA Washougal, WA
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVegas, NV

Metropolitan Sports Committee Spring Series
7/7 Monticello, NY
7/14 Modena, NY

Metropolitan Sports Committee Fall Series
7/28 Modena, NY
8/4 Claverack, NY
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night
* 7/13 Perris, CA
7/20 Perris, CA
* 7/27 Perris, CA
8/3 Perris, CA
8/10 Perris, CA
* 8/17 Perris, CA
8/24 Perris, CA
* ** 8/31 Perris, CA
* Yamaha & ** Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series North
9/1 Los Banos, CA, Rnd 1
9/8 Madera, CA, Rnd 2
9/15 Madera, CA, Rnd 3
9/29 Los Banos, CA, Rnd 4

GFI Fall Series South
9/8 Perris, CA
* 9/15 Perris, CA
* 9/29 Perris, CA
* 10/6 Perris, CA
* 10/27 Perris, CA
* Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

GFI/Team Green Youth World Championships
* 7/6 Perris, CA
* 7/7 Perris, CA
* Kawasaki contingency available

Northeast MX Classic Series
7/28 Walden, NY, Rnd 5
TBA Rnd 6

Roadracing Association of Motocycles Championship Series
7/7 Coos Bay, OR
8/4 Coos Bay, OR
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Fall MX Series
9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series
7/14 Pymatuning, OH
7/21 Amherst, OH
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series
7/14 Lightning, OH
8/11 Big Valley, OH
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

Moto Sports of America Flat Track Series
7/14 Casper, WY
8/3 Afton, WY
8/21 Douglas, WY

KTM/Team Dual Dogs California Dual Sport Series
7/7-12 Redding, CA
10/13 Glen Helen, CA
12/15 Ontario, CA
Info 818/886-7194

ASM Canada Cup Superbike Series
7/6-7 Quebec, Canada
7/20-21 Nova Scotia, Canada
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM Championship
8/24-25 Quebec, Canada
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern Championship Enduro Series
7/7 New Straitsville, OH
8/13 Roselawn, IN
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

STARWEST SUPERCROSS PARK
(909) 943-4535
(909) 657-8845

SATURDAY NIGHT RACING
Practice 5:00 pm Race 6:00 pm
Race classes for all levels.

Sat., July 6th	Super 6 Contingency #6
Sat., July 13th	No Practice
Tues., July 16th	No Practice
Wed., July 17th	No Practice

SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
On Ramona Expressway at the Lake Perris Fairgrounds

Open Riding Practice
Tuesday & Thursday Nights
Motorcycle Only!
4:30 pm - 9:30 pm

New! Wednesday Nights
Minis Only!
4:30 pm - 9:30 pm

Saturday Mornings
All Bikes
9:00 am - 2:00 pm
Sessions for Minis!
Pee Wee Track Always Open!

INTERNATIONAL SPEEDWAY PRESENTS
YOUTH MOTORIZED OLYMPICS
ORANGE COUNTY FAIR ★ JULY 15, 1996

- Special T.T. and Short Track "Bullring" Oval
- Open to All 50, 60 and 80cc Minicycles and Quads
- Special Adult Mini Class

Entry Fees:

1st Class	$20.00
Second Class	$10.00
Non-Rider Pit Entry	$10.00

Times:

Sign-Up	3:00
S.T. Practice	4:00
S.T. Race	4:30
T.T. Practice	6:30
T.T. Race	7:00
Trophy Presentation	9:15

For More Information Call (714) 492-9933

Want Ad information - (310) 427-7433

GLEN HELEN RACEWAY PARK
AMA CALIFORNIA AMA
STATE MX CHAMPIONSHIP
OCT. 19-20
24 Hr. Info: 909-880-3090

AMA LITTLE STURGIS RALLY AND RACES
Sunday, July 21, 1996
Union County Fairgrounds • Sturgis, Kentucky
Classes
86-200cc 250cc-600 Pro/Am 750cc 2 Cylinder
201-250cc 600cc Pro/Am 883 Sportsters
251-500cc 600cc Expert Vintage (Pre-'74)
$3,000 Cash Prizes, Trophies
For more information, contact Mike Cowan (502) 333-9316

Become part of a legend.

You'll find a special breed of individual working at Harley-Davidson. We're dedicated professionals who believe few things are as rewarding—or more fun—than being part of the team responsible for building the world's most sought after motorcycles. Due to growing international demand, we have the following opportunity:

ASIA REGION FIELD SERVICE ENGINEER/TRAINER

2 Year, Kuala Lumpur, Malaysia or Singapore-Based Contract Position. We are looking for a high-spirited, mechanically-talented technician with 5+ years of actual H-D experience repairing/maintaining Evolution 1340cc and XL models, 2-3 years of providing technical instruction and training for individuals and groups; including service department management with active responsibility of implementing service systems and processes. We will rely on the selected candidate to provide Asian dealers with direct, on-site guidance, training and support of functional mechanics and technical staff with the goal of building up the dealership's technical service capabilities. Extensive travel to all Asian dealers required. You will reside approximately two weeks in each location before moving on to the next location. Dealer countries include: Singapore, Malaysia, Thailand, Taiwan, Hong Kong, Korea, Indonesia, occasionally Japan and possibly Australia. Relocation and travel expenses will only be covered for one individual. Additional position requirements include: H-D PhD course participation, technical/vocation course completion, strong interpersonal communication skills, patience, mental and physical stamina, tolerance of ambiguity, understanding of cultural differences, Bachelor's degree in technology or equivalent, positive outlook, and the ability to teach and motivate dealer staff and students. Proficiency in a second language (Chinese, Malay, Thai, Indonesian, Korean) and technical training/instructor's certificate desirable.

We offer a competitive salary, attractive benefits and the opportunity to grow in a supportive professional environment. For confidential consideration, send your resume, salary history and a concise cover letter to: **Human Resources Department, LC/012-96 HARLEY-DAVIDSON, INC., P.O. Box 653, Milwaukee, WI 53201.**

We will acknowledge the receipt of all resumes and request that all communication be done in writing. No phone calls, please. Harley-Davidson® is committed to hiring the best qualified individuals without regard to race, color, sex, age, religion, disability or national origin.

HARLEY-DAVIDSON®

Tankslappers Gran Prix

NORTH COUNTY YAMAHA

CYCLE PARTS WEST

Sunday, July 14
Carlsbad Raceway, CA
Seven Mile Loop - All races 1 hour

BRATTIN MOTORS

Mail pre-entry DEADLINE: JULY 10
Call (619) 679-8385 to get forms

AMA

Mail pre-entries to:
Tankslappers, 907 Alveda Ave., El Cajon, CA 92019
Sign up on race day - 6:30 a.m.

Pre-entry Fee	$30
Post-entry Fee	$40
Per Team	$20
Gate Fee	$10

Finisher Pin For All

For more info call Referee - John Robinson
(619) 679-8385 or (619) 588-8851

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933

Fri., July 5th	No Racing
Fri., July 12th	Coors Light Fair Derby
Sat., July 13th	Fairtime Sidecar & Quad Championship Midgets (Orange County Fair)
Mon., July 15th	Youth Olympics - Minicycles/Quads Midgets/Karts (Orange County Fair)

GFI RACING (909) 653-4042
A Rider For the Riders

Wed., July 3	GFI Wednesday Practice (3-8p.m.)	Perris
Sat., July 6	GFI Youth World Nat'l Championships*	Perris
Sun., July 7	GFI Youth World Nat'l Championships*	Perris
	(Kawasaki Contingency Available)	
Wed., July 10	GFI Wednesday Practice (3-8p.m.)	Perris

cma (209) 673-8080
GFI Racing North
MX Practice Every Wednesday, Little Okie, Madera
Bounty Hunter MX Series (Yamaha Contingencies)

Sat., July 6	Las Banos, CA - Round 4	(Night Race)
Sat., July 13	Las Banos, CA - Round 5	(Night Race)
Sat., July 20	Las Banos, CA - Round 6	(Night Race)

1996 - 1997
GNC Season
Starts September 1st
Watch for Details!
Call: 214-351-9900
GNC MOTOCROSS

let's go to BRANSON! Oct. 4-5-6, 1996
no qualifiers-32 classes
Branson, USA
NMA-GNC OR AMA LICENSE REQ'D
1996 national MX Championship
ENTRY FORMS & MORE 909-657-6834

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CMC Trans-Cal MX Nationals

South
9/22 Gorman, CA
10/6 Victorville, CA
10/20 Ramona, CA

North
9/14 Anderson, CA
9/29 Carson City, NV
10/13 Marysville, CA
10/27 Chico, CA

Pac-Northwest
8/25 Albany, OR
9/15 Eugene, OR
9/29 Albany, OR

Final Showdown
11/9-10 Gorman, CA
Info 714/367-1141

ECEA Hare Scrambles
7/30 Easter, PA
9/29 GMER, MD
10/6 HMDR, PA
10/13 South Jersey, NJ
10/20 South Jersey, NJ
12/1 Meteor M.C., NJ

ECEA Enduro
7/7 Hobie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

EEA Eastern Championship Enduro Series
7/7 New Straitsville, OH, Rnd 4
8/11 Roselawn, IN, Rnd 5
9/1 Clinton, SC, Rnd 6
9/15 London, KY, Rnd 7
10/13 Princeton, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Daniels Ridge Supercross
7/6 Taylorsville, NC
7/27 Taylorsville, NC
8/3 Taylorsville, NC
8/17 Taylorsville, NC
8/31 Taylorsville, NC
9/14 Taylorsville, NC
9/28 Taylorsville, NC

Northwest Motorcycle Association Enduro Series
7/6 Capiol Forest, WA
9/22 Capiol Forest, WA
9/28 Walker Valley, WA
10/13 Bellingham, WA
11/17 Tahuya, WA

Northwest Motorcycle Association Off-Road Series
8/4 Hannigan, WA
9/7 TBA
10/6 Rimrock, OR
10/27 Shelton, WA
10/20 Thurston Co. ORV, WA
11/3 Sir, WA

Manitoba Roadracing Association Endurance
7/20 Manitoba, Canada
10/5 Manitoba, Canada
Info 204/775-9473

Manitoba Roadracing Association Sprint Races
7/21 Manitoba, Canada
9/7 Manitoba, Canada
9/8 Manitoba, Canada
10/6 Manitoba, Canada
Info 204/775-9473

AMA/District 10 Hare Scramble Championship Series
7/14 Bedford, KY
8/11 Owenton, KY
9/15 Bedford, KY
Info 903/882-4215

California Dirt Track Championship Series
7/12 Madera, CA
7/19 Madera, CA
7/26 Madera, CA
8/2 Madera, CA
8/9 Madera, CA
8/16 Madera, CA
Info 209/661-0706

Mid South Championship Summer Hare Scrambles Series
7/14 Saddleback East, KY
9/8 Summertown, TN
9/22 Box Hollow, TN
Info 615/859-0873

Northeast Professional Flat Track Championship
7/27 Trois Rivieres, Canada
8/23 Middletown, NY
8/24 Stafford, CT
8/30 Quebec City, Canada
9/7 Weedsport, NY

Rocky Top USA Motocross Racing Series
7/20-21 Oklahoma, OK
8/18 Oklahoma, OK
9/1-2 Oklahoma, OK
9/14 Oklahoma, OK
9/28-29 Oklahoma, OK
10/12 Oklahoma, OK
10/26-27 Oklahoma, OK
11/9 Oklahoma, OK
Info 405/677-3333

Western New York Sports Committee
* 7/7 Silver Springs, NY
* 7/14 Palmyra, NY
7/21 Silver Springs, NY
7/28 Hunt, NY
* 8/4 Batavia, NY
* 8/11 Hunt, NY
8/18 Auburn, NY
9/1 Hunt, NY
9/8 Auburn, NY
9/15 Batavia, NY
9/22 Palmyra, NY
9/29 Silver Springs, NY
10/6 Silver Springs, NY
10/13 Palmyra, NY
10/20 Hunt, NY
10/27 Hunt, NY
* Western New York Challenge Series
Info 315/597-1241

Arkansas Hare Scramble Championship Series
7/7 Springdale, AR
8/25 Durham, AR
9/15 Maynard, AR
10/20 Amity, AR
11/3 Springdale, AR
12/1 Springdale, AR
Info 501/751-5807

Georgia Flat Track League
7/6 Lawrenceville, GA
8/17 Lawrenceville, GA
9/14 Lawrenceville, GA
9/29 Carnesville, GA
10/13 Carnesville, GA
11/10 Carnesville, GA
12/8 Carnesville, GA
Info 770/962-7888

AMA/Prostar Drag Racing Series
7/12-13 Rockingham, NC, Rnd 6
8/16-18 Indianapolis, IN, Rnd 7
9/6-8 Atco, NJ, Rnd 8
10/5-6 Columbus, OH, Rnd 9
11/7-10 Gainesville, FL, Rnd 10

JUNE

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30						

JULY

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AUGUST

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25	26	27	28	29	30	31

*** DENOTES PRO PAYBACK**

Wed, June 26
CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Pickaway County Fair, Circleville. Info: 614/596-2057.

Thur, June 27
* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441

June 28 - 29
ALABAMA MOTOCROSS - Iron Man MX Park, Warrior. Info: 205/663-0963.

MONTANA SHORT TRACK - AMA/Motorsports of America. Kalispell. Info: 800/544-8714.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes Plus Pro and XR100 (No Knobbies), Silencers required, Baltimore County Trail Riders Assoc. & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

Fri, June 28
*CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA TT MARATHON - Sand Hill Ranch, Brentwood. Info: 510/634-3328.

* KENTUCKY HALF MILE - Paducah Dirt Riders, Carson Park Fairgrounds, Paducah. Info: 502/444-6438.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600cc Pro, Pro/Am, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6p.

*OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

June 29-30
ILLINOIS MOTOCROSS - AMA/Lincoln Trail Motosports, Loretta Lynn North Central Amateur regional qualifier, Casey. Info: 217/932-2041.

ILLINOIS MOTOCROSS - AMA / Dist. 17, National 2-day Trials. Cahokia Creek Dirt Riders. Mount Olive. info: 217/999-2027

INDIANA QUALIFIER-NMA/National Qualifier, North Central Region, Rochester. Info: 616/554-8071.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

NEW YORK MOTOCROSS - New England Motocross Assoc., vintage included, Claverack. Info: 860/928-2138.

OHIO MOTOCROSS - AMA/Russell Racing, Loretta Lynn Mideast Youth regional qualifier, Millfield. Info: 614/797-2413.

OHIO HARE SCRAMBLE - CRA/ Proffer Promotions, Quads-Sat/ Bikes-Sun., Round 4, Blackcoal Series, Cable Creek, Toronto. Info: 330/538-2220.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

PENNSYLVANIA MOTOCROSS - AMA/Bellco Inc., Loretta Lynn Northeast Amateur regional qualifier, Delmont. Info: 304/594-1157.

* UTAH MOTOCROSS - Wild West Nationals, Rnd 5, Sherwood Hills, Logan. Info: 801/972-5074.

WASHINGTON MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Port Angeles. Info: 310/868-8112

* WISCONSIN MOTOCROSS - AMA/Suzuki Dual State Challenge, Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Clubgrounds, Lake Mills. Info: 414/297-9367.

Sat, June 29

* ALABAMA MOTOCROSS - Iron Man MX Park, Warrior. Info: 205/663-0963.

* ARIZONA MOTOCROSS - Cerbat Moto Sport Club, Cerbat Motor Sport Park & KSK, Kingman. Info: 520/757-7438.

ARIZONA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Phoenix. Info: 602/849-1572

* CALIFORNIA SUPER SIX CONTINGENCY - Mountain Motorsports, Starwest Supercross Park. Info: 909/943-4535 or 657-8845.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C. Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - CRC Saturday Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

COLORADO SHORTTRACK & TT- Dirt Karts/QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA SUPERCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

HOLLAND ROAD RACE - World Championship, Assen. Info: 716/266-5063.

* INDIANA 1/2 MILE DIRT TRACK - Pro-Am/Amateur AMA Fast Track Racing-Summer Thunder Series, Porter County Fairgrounds, Valaparaiso. Info: 219/486-7172.

INDIANA MOTOCROSS- Regional qualifier, NMA Ponca City Grand Nationals. Rochester. Info: 616/554-8071.

* KANSAS MOTO/SCRAMBLES - K.O.R.R., Rockin Bar M Ranch, Newton. Info: 316/942-6527.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park. Modena, 914/427-2248

NEW YORK VINTAGE/MOTOCROSS - NEMA (New England Motocross Assoc.) Along with AHRMA, Claverack Motocross Track, Claverack. Info: 518/828-6149.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Round 9, Honda-Yamaha Statesville, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419-822-3006.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

VIRGINIA MOTOCROSS ALL CLASSES - Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

Sun, June 30

* ALABAMA MOTOCROSS - 125cc A-B-C, Kilpatrick Moto-X, Albertville. Info: 205/561-3495.

* CALIFORNIA MOTOCROSS - Motowest Racing/AMP/NMA Ponca City Qualifier, Hollis Hills GP Track, Hollister. Info: 408/238-8208.

COLORADO KART RACES - II, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Second Creek, Denver. Info: 303/530-5678.

COLORADO MOTOCROSS - SRAC/M&M, Colorado Springs. Info: 800/242-6581.

COLORADO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Colorado Springs. Info: 303/922-6964

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Yamaha 1996 SSMX Championship Series/Co-Sponsored by Parts Unlimited, Ona. Info: 941/776-0303 or 735-1616.

GEORGIA MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Georgia State Championship, Lazy River, Dalton. Info: 423/323-5497.

GEORGIA MOTOCROSS - Echeconnee Motocross Club, Macon. Info: 912/788-8227 or 956-5420.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

ILLINOIS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Salem. Info: 309/792-5813.

* ILLINOIS MOTOCROSS - AMA Sanction, Tri-City M.C. Coal Valley. Info: 309/799-9449.

INDIANA MOTOCROSS- Regional qualifier, NMA Ponca City Grand Nationals. Rochester. Info: 616/554-8071.

IOWA HARE SCRAMBLES - Iowa Enduro Riders Association, Castana. Info: 515/795-3440.

* IOWA ASHPHALT SHORT TRACK - AMA/Motorsports of America. All Iowa Fairgrounds, Hawkeye Downs Speedway, Cedar Rapids. Info: 800/544-8714.

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Southwick. Info: 413/772-0685.

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 4th Annual Northeast Motocross Classic Series, Rnd 4, 11th Annual Suzuki New Jersey State Motocross Championships, Raceway Park, Englishtown. Info: 908/446-7800

NEW YORK MOTOCROSS - NEMA, Claverack Motocross Track, Claverack. Info: 518/828-6149.

MINNESOTA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Staples. Info: 612/451-8401

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series/Suzuki Contingency, Ace Motocross, Modena. Info: 914/463-2093.

NEW YORK HARE SCRAMBLES - AMA/Ithaca Dirt Riders, National Championship Series, Berkshire. Info: 607/657-8248.

* NEW YORK MOTOCROSS - ACE Motocross, Suzuki Bucks, Modena. Info: 914/463-2093.

* NORTH CAROLINA MOTOCROSS - AMA/District 13, Elizabeth City Motocross, Elizabeth City. Info: 804-548-1052.

* NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. NMA Qualifier, Jamestown. Info: 701/343-2094

OKLAHOMA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Welch. Info: 405/733-0341

OREGON POKER RUN - OMRA/Trailsmen, Silver Dollar Poker Run, non-points event, Tillamook. Info: 503/678-2779.

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

* TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.

* TEXAS MX - Lone Star Spring Series Finale, Omen Prom., Tyler. Info: 903/882-4215.

VERMONT HARE SCRAMBLES - NETRA, Central Vermont, Chelsea. Info: 203/875-5757.

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

WASHINGTON POKER RUN - Superdirt 20 Northwest Motorcycle Assn/Cascade M.C. Capitol Forest, McCleary. Info: 206/825-3039 or 206/242-7044.

WASHINGTON DUAL SPORT - Motorsports Unlimited - Team Crutch M.C. Monroe. Info: 360/794-2920 or 206/242-7044.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Triplecross, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

* WYOMING MOTOCROSS- HPMA/Douglas Motocross Club, Douglas. Info: 307/358-6302.

July 3-4

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.

Wed, July 3

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OHIO MOTOCROSS - AMA/American Motosports Inc. Washington County Fairgrounds, Marietta. Info: 614/596-2057.

OREGON ROAD RACE - Practice & School, Oregon Motorcycle Roadracing Ass'n, Portland Int'l Raceway. Info: 503/221-1487.

Thur, July 4

* OHIO MOTOCROSS - AMA/American Motosports Inc., Washington County Fairgrounds, Marietta. Info: 614/596-2057.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 216/725-8569.

* OREGON ROAD RACE - OMRRA/Portland International Raceway, Harley Day, Portland. Info: 503/221-1487.

Fri, July 5

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

OREGON ROAD RACE - "Harley Day," Oregon Motorcycle Roadracing Ass'n. Portland Int'l Raceway. Info: 503/221-1487.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

July 5-6

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

IOWA DRAG RACE - AMRA, 1/8 mile, Humboldt County Dragway, Humboldt. Info: 708/250-0838.

July 6-7

IDAHO MOTOCROSS - State Championships, Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

KENTUCKY SUPERCROSS - Night Races, double points, Hillbilly Raceway, Hatfield. Info: 606/353-4740

MAINE MOTOCROSS - New England Motocross Assoc., Spring Hill, S. Berwick. Info: 860/928-2138.

MAINE MOTOCROSS - N.E.S.C., Greene. Info: 413/772-0685.

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/Baja Acres Motocross, Vint. Series, Baja Acres. Millington. Info: 517/871-3356.

* MONTANA MOTOCROSS - North Dakota Motorcycle Association. NMA Qualifier, Plentywood. Info: 701/343-2094

NEVADA GRAND PRIX - MRAN/Groundshakers, Caliente. Info: 702/453-0795.

OHIO DUAL SPORT - AMA/Hocking Valley M.C., Dual Sport Trail Ride Series, Logan. Info: 614/863-0427.

TENNESSEE OBSERVED TRIALS - Southeastern Trials Riders Association, Jasper. Info: 423/942-8688.

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Race 3	1st - $350	• 2nd - $150	• 3rd - $100	• 4th - $50	
Race 4	1st - $350	• 2nd - $150	• 3rd - $100	• 4th - $50	
Race 5	1st - $350	• 2nd - $150	• 3rd - $100	• 4th - $50	
Race 6	1st - $700	• 2nd - $350	• 3rd - $200	• 4th - $100	• 5th-$50

125 PRO PURSE				
Race 1	1st - $200	• 2nd - $100	• 3rd - $50	
Race 2	1st - $1000	• 2nd - $500	• 3rd - $250	• 4th - $150
Race 3	1st - $200	• 2nd - $100	• 3rd - $50	
Race 4	1st - $200	• 2nd - $100	• 3rd - $50	
Race 5	1st - $200	• 2nd - $100	• 3rd - $50	
Race 6	1st - $300	• 2nd - $200	• 3rd - $100	

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Entry Fees:
Gates open at 4:00 PM
Sign Up from 4-6:30 PM
Practice at 5-6:30 PM
First Race at 7:00 PM

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CRC

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Hungrey Valley, CA

Nov. 9&10

CALIFORNIA GP

August 3-4

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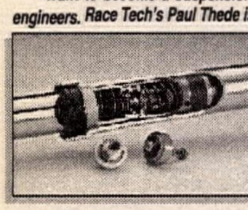
Paul Thede's Technical Edge Suspension Seminar

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice.



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- ▲ Hydraulics & Damping Curves
- ▲ Shop Training

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Sun., July 7th	Yamaha Dealer Series - Round #4
Sun., July 14th	Yamaha Dealer Series - Round #5
Sun., July 21st	Motocross Practice 8:00am till 4:00pm

AMA California State MX C'ship Oct. 19th& 20th
AMA So. Qualifier Sept. 22nd Glen Helen Raceway

CRC California Race Schedule

100% PRO PAYBACK

Sat., July 6	CRC MX- *Night Race*	L.A.C.R.
Sat., July 13	CRC MX- *Night Race*	L.A.C.R.
Sun., July 14	First Annual PeeWee Nat'l	L.A.C.R.

Gates Open 7a.m. - Practice 8 p.m. - First Race 9:30 a.m.

Wednesday & Friday Practice 4p.m. - 9p.m.
Saturday Races Gates Open 3:00p.m. • Practice 4:00p.m. • Race 5:00p.m.

CRC Info (805) 272-8889

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* TEXAS MOTOCROSS - GNC/19th Annual Goodtime Nat'l, Mosier Valley MX, Mosier Valley. Info: 214/351-9990

Sat, July 6

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 4, Las Banos. Info: 209/673-8080.

CALIFORNIA GRAND PRIX - Vintage & Bomber Grand Prix, Carlsbad Raceway, Carlsbad. Info: 619/744-8052 or 619/598-8374.

* CALIFORNIA SUPER SIX CONTINGENCY - Mountain Motorsports, Starwest Supercross Park. Info: 909/943-4535 or 657-8845.

CALIFORNIA MOTOCROSS - GFI at Night, GFI Youth World National Championships, Perris Raceway. Info: 909/653-4042.

CALIFORNIA STADIUMCROSS SUMMER SERIES - AMP Racing/Clawson Motorsports/FMF/Mechanix Wear, Chowchilla Fairgrounds, Chowchilla. Info: 209/541-0860.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CRC Saturday Night Motocross Kwik Oil, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA DIRT FLAT TRACK - San Diego Flat Track Assoc., Barona Speedway, San Diego. Info: 619/277-2743.

CANADIAN/B.C. MOTOCROSS - Fun day. Mission Raceway Park. Info: 604/533-0233.

CONNECTICUT ENDURO - NETRA, Junior Enduro Championship Series, Fire Cracker Jr., Union. Info: 203/875-5757.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

GEORGIA FLAT TRACKLEAGUE - Race #4, Lawrenceville. Info: 770/962-7888.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

* NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO SHORT TRACK - Ohio State Speedway ... International Racing, Canton. Info: 330/837-5694. CANCELED

*OHIO MOTOCROSS - AMA/American Motosports Inc., Marion County Fair, Marion. Info: 614/596-2057.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

TEXAS MOTOCROSS - Oso Creek Motocross Club, Oso Creek MX Park. Corpus Christi. Info: 512/364-5539.

WASHINGTON ENDURO - Day & Night Enduros, Northwest Motorcycle Association, Enduro Series/River City M.C./Seat Of The Pants Enduro. Rock Candy Mountain. Info: 206/762-1628.

July 7-17

CALIFORNIA DUAL SPORT - Team Dual Dogs, KTM California Dual Sport Series, Six-Days of Northern California, Redding. Info: 818/701-1913.

Sun, July 7

* ARKANSAS HARE SCRAMBLE - Fort Smith. Info: 501/484-0752.

CALIFORNIA MOTOCROSS - Yamaha Dealer Series - Rnd 4, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTOCROSS - GFI at Night, GFI Youth World National Championships, Perris Raceway. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - AHRMA National Vintage Motocross, Carlsbad Raceway, Carlsbad. Info: 619/744-8052 or 619/598-8374.

CANADIAN/B.C. MOTOCROSS - CMA Race. Mission Raceway Park. Info: 604/533-0233.

COLORADO MOTOCROSS - CGT Super Sports, Alamosa. Info: 719/589-9717 or 719/589-2661.

CONNECTICUT HARE SCRAMBLES - NETRA, Conn. State, Union. Info: 203/875-5757.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Racway, Dade City. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/287-8600 or 845-2076.

GEORGIA SHORT TRACK - AMA-AHRMA Atlanta Motorcycle Club-Vintage Only, Winder Barrow Raceway, Winder. Info: 770/867-1676.

INDIANA HARE SCRAMBLES - AMA/Dist. 15/Stoney Lonesome M.C., Columbus. Info: 812/342-4411.

* KANSAS MOTOCROSS - K.O.R.R., Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

KENTUCKY MOTOCROSS - Pendleton Co M/C Park, Center Ridge Rd., DeMossville. Info: 606/472-3442.

* KENTUCKY MOTOCROSS - AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

* NEW YORK HARE SCRAMBLE - AMA/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* NEW YORK MOTOCROSS - CNYMRA/AMA, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series, South Woods Sportsman, Holiday Mtn. Ski Area, Monticello. Info: 914/794-4033.

NEW YORK MOTORCYCLE RACES - Silver Springs. Info: 716/786-5596

NEW YORK SHORT TRACK - AMA/Electric City Riders M.C., Kelly Station Road, Schenectady. Info: 518/374-7979.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 7, Cathey's Creek, Forest City. Info: 423/323-5497.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

OREGON CROSS COUNTRY - OMRA/Lobos M.C. Inc., Tillamook Hare Scrambles, points event, Tillamook. Info: 503/678-2779.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Reading. Info: 410/273-9035.

* TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

* VIRGINIA MOTOCROSS - AMA/District 13, Hammerhead Grand Championship Motocross Series, Dillwyn. Info: 804-836-3633.

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671.

WASHINGTON POKER RUN - Northwest Motorcycle Association /River City M.C., Rock Candy Mountain. Info: 206/922-9163.

* WISCONSIN MOTOCROSS - AMA/Suzuki Dual State Challenge, Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

Tues, July 9

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

* INDIANA 1/2 MILE DIRT TRACK - Spencer County Fairgrounds, Rockport. Info: 812/362-8432.

* KENTUCKY ARENACROSS - AMA/District 10, Evening Race, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

Wed, July 10

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* KENTUCKY ARENACROSS - AMA/District 10, Evening Race, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

July 12-14

PENNSYLVANIA MOTOCROSS - High Point Raceway, Quad MX GNC, Mount Morris. Info: 304/284-0084.

Fri, July 12

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* IDAHO MOTOCROSS - Wild West Nationals, Rnd 6, SIRA, Rupert. Info: 801/972-5074.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

* NEVADA MOTOCROSS - CMC/Michael's Carson Honda, Suzuki & Kawasaki Night & Mom's Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6 pm.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

July 13-14

* IDAHO WILD WEST NATIONAL MOTOCROSS - SIRA/Wild West Nationals, Rupert Fairgrounds, Rupert. Info: 208/436-7071.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Grattan Raceway Park, Grattan. Info: 616/774-9902.

NEBRASKA DRAG RACE - AMRA, Midwest Region, 1/4 mile, Nebraska Motorplex, Scribner. Info: 708/250-0838.

OHIO DRAG RACE - IDBA, National Trail Raceway, Columbus. Info: 205/849-7886.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

OREGON DUAL SPORT - AMA/N.O.R.A. Inc., Dual Sport Trail Ride Series, Brightwood. Info: 503/591-8005.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Kawasaki Tennessee State Championship, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

UTAH MOTOCROSS - Wild West Nationals, SIRA, Rupert. Info: 801/972-5074.

Sat, July 13

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 5, Las Banos. Info: 209/673-8080.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motosport, vintage/beginner, Donner Ski Ranch, Norden. Info: 916/967-0262.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA STADIUMCROSS SUMMER SERIES - AMP Racing/Clawson Motorsports/FMF/Mechanix Wear, Chowchilla Fairgrounds, Chowchilla. Info: 209/541-0860.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CRC Saturday Night Motocross Nationwide Cycle, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

COLORADO SHORT TRACK & TT - IMI/ Dirt Karts, QTR Midgets, Denver. Info: 303/286-1813.I

* DELAWARE SHORT TRACK - Championship, Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Don Ruhl Farm, Anamosa. Info: 515/277-0212.

* KANSAS HARE SCRAMBLES - K.O.R.R., 2-man/2-hr, Silver City, Sterling. Info: 316/942-6527.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

* LOUISIANA SHORT TRACK AND SPEEDWAY - Rat Pack M.C. and Racing Team, Lake Charles. Info: 318/855-1978 or 328-7162.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

NEW YORK TRIALS - District 4, Oswego. Info: 607/625-5117.

NEW YORK MOTOCROSS - L.I. Yamaha Contingency, Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park. Modena, 914/427-2248

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - N.A.M.E. Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* OHIO 1/2 MILE DIRT TRACK - Pro-Am/Semi-Pro AMA Fast Track Racing-Summer Thunder Series, Van Wert County Fairgrounds, Van Wert. Info: 219/486-7172.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Franklin County Fair, Hilliard. Info: 614/596-2057.

* PENNSYLVANIA MOTOCROSS - AHRMA/Hurricane Hills Sports Center, Clifford. Info:717/222-9290.

* SOUTH CAROLINA MOTOCROSS NIGHT RACING - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

Sun, July 14

* ALABAMA MOTOCROSS - 250cc Beginner, Kilpatrick Moto-X, Albertville. Info: 205/561-3495.

CALIFORNIA GRAND PRIX - Tank Slappers M.C., Carlsbad Raceway, Carlsbad. Info: 619/588-8851.

CALIFORNIA DUAL SPORT - AMA-sanctioned, High Sierra Motorcycle Club, Truckee. Info: 916/582-8081 or 582-1472, or 702/831-1279.

CALIFORNIA ENDURANCE RACE - Thunderhill Park, Hayward. Info: 510/537-8208.

CALIFORNIA PAVEMENT HILLCLIMB - AMA/AHRMA, Donner Ski Ranch, Norden. Info: 916/426-3635.

CALIFORNIA MOTOCROSS - Yamaha Dealer Series - Rnd 5, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc Championship, Palomar. Info: 909/674-5357.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Golden State Vintage Motocross Championships, River Ranch Raceway, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CRC/Thousand Oaks Yamaha, first annual Pee Wee National, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Over The Hill Gang, Los Angeles County Raceway, Palmdale. Info: 310/864-6875.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Mountain View, Mead. Info: 303/530-5678.

COLORADO MOTOCROSS - SRAC/RMP, Berthoud. Info: 800/242-6581.

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 407/793-3394.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Marion. Info: 407/333-2356.

ILLINOIS TRIALS - NITRO, Buffalo Range Riding area, Ottawa. Info: 708/931-1530.

ILLINOIS SHOW - 11th Annual Motorcycle Rodeo, Parts Extravaganza, Ride-In Bike Show, Will County Fairgrounds, Peotone. Info: 319/462-6011.

KENTUCKY HARE SCRAMBLES - Mid South Hare Scrambles Series, Saddleback East. Info: 615/859-0873.

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Southwick. Info: 413/772-0685.

MASSACHUSETTS HARE SCRAMBLES - NETRA, Greylock, Windsor. Info: 203/875-5757.

* MISSISSIPPI MOTOCROSS - NMMA Latimer Park Motocross, Latimer Park Baldwyn, Baldwyn. Info: 601/365-8307.

MISSOURI HARE SCRAMBLER - Spare Parts, Kawasaki, Suzuki , Knobnoster. Info: 573/897-4318.

NEW HAMPSHIRE MOTOCROSS - New England Motocross Assoc., Keene. Info: 860/928-2138.

* NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Spring Series/Yamaha Contingency, Ace Motocross, Modena. Info: 914/463-2093.

NEW YORK TRIALS - District 4, Oswego. Info: 607/687-3784.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association, Bismarck. Info: 701/343-2094

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

* OHIO MOTOCROSS - Sponsor Day, Kenworthy's Motocross. Troy. Info: 513/33-4763.

OREGON POKER RUN - OMRA/Mount Scott, Mike Stewart Poker Run, non-points event, Tillamook. Info: 503/678-2779.

OREGON POKER RUN - By Salem, OR HOG. South Bend Wilsonville Rest Area. Wilsonville. Info: 503/648-6760.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290

PENNSYLVANIA YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Shippensburg. Info 410/273-9035.

SOUTH CAROLINA MINI-MOTORCYCLE ROAD RACING - Smoky Mountain-Mini Road Racing Assoc., Palmetto Super Track, Elgin. Info: 704/376-5389.

* TEXAS MOTOCROSS - Bolt Promotions Inc., LCS Racing, Greenville MX Park, Greenville. Info: 903/450-0017.

* VIRGINIA MOTOCROSS - AMA/District 13, District 29, Hammerhead Grand Championship Motocross Series, Axton. Info: 540/650-3378 or 650-3055.

WASHINGTON ROAD RACE - WMRRA, Seattle. Info: 206/972-4499.

WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., North Amer. A classes, Clubgrounds, Lake Mills. Info: 414/297-9367.

WYOMING HALF MILE AMA/Motorsports of America, Central Wyoming Fairgrounds, Casper. Info: 800/544-8714.

* WYOMING MOTOCROSS-HPMA/Rock Springs Motocross Assn., Rock Springs. Info: 307/352-6791.

Mon, July 15

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

Tues, July 16

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, July 17

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes Plus Pro and XR100 (No Knobbies), Silencers Required, Baltimore County Trail Riders Assoc. & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

Fri, July 19

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

* NEVADA MOTOCROSS - CMC/Scott Bikini Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

July 20-21

CALIFORNIA DUAL SPORT - AMA District 37, Troy Meadows Overflow Campground, Woodland Hills. Info: 818/340-1016.

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

MASSACHUSETTS DUAL SPORT - AMA/Hoosac Valley M.C., Dual Sport Trail Ride Series, Adam. Info: 413/743-4146.

MASSACHUSETTS TURKEY RUN - NETRA, Al Eames Memorial National Trail Ride/Dual Sport, Adams. Info: 203/875-5757.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

OREGON POKER RUN - OMRA/Trailsmen, Kid's Field Day, non-points event, Tillamook. Info: 503/678-2779.

* UTAH MOTOCROSS - Cedar Raceway, Cedar City. Info: 702/631-6848.

Sat, July 20

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 6, Las Banos. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

CALIFORNIA TRIALS - AMA/ French Cup, Sacramento. Info: 916-753-2519.

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Vintage Half-Mile Racing
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PRO-AM 'Baddest Hill' Hill Climb
featuring Dodge Ram Truck
at Glencoe CampResort

Harley-Davidson Motor Cycles

Coca-Cola Classic

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for more information **call (605) 347-6570** - Sturgis Rally & Races, Inc.

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Gates open at 12 noon • Races at 2pm

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•DIRT TRACK•
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250 Amateur Top 3 awards
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CALENDAR

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* CALIFORNIA SHORT TRACK - AMA/District 36, Stockton Motorcycle Club, Hills Ferry Raceway, Newman. Info: 209/463-6224.

COLORADO SHORT TRACK & TT - IMI/ Dirt Karts, QTR Midgets, Denver. Info: 303/286-1813.

CALIFORNIA STADIUMCROSS SUMMER SERIES - AMP Racing/Clawson Motorsports/FMF/Mechanix Wear, Chowchilla Fairgrounds, Chowchilla. Info: 209/541-0860.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

COLORADO SUPERCROSS - SRAC/Concept, Colorado Springs. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

* ILLINOIS STADIUM MOTOCROSS - AMA/Suzuki Dual State Challenge, McHenry Co. Fairgrounds, Woodstock. Info: 815/728-0823 after 5:30 pm.

KENTUCKY MOTORCYCLE SUPERCROSS - Night Races, Hillbilly Raceway, Hatfield. Info: 606/353-4740

* KENTUCKY SUPERCROSS - Saturyday Night, AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* NEVADA SHORT TRACK - AMA/District 36/After Euro-Brit Show, Fuji Park, Carson City. Info: 916/873-0834.

NEVADA MOTORCYCLE SHOW AND SWAPMEET - Short Track, British - European Vintage Only for Show, Fuji Park, Carson City. Info: 702/267-4996.

NEW YORK MOTOCROSS - AMA/Outdoor Championship Series, U.S. Women's Motocross League, Undilla. Info: 714/837-3374.

* NEW YORK SHORT RACE - Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Round 11, Blue Ridge Yamaha, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - N.A.M.E. Night Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO MOTOCROSS - AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

* OHIO SHORT TRACK - Micro Sprint Champ, Scotty Brown International Racing, Bear Creek Speedway, Canton. Info: 330/837-5694.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA), Salem. Info: 330/337-8077

* OHIO DIRT TRACK PRO-AM & ATV, - D&B Racing, Logan County Fair, Bellefontaine. Info: 419/991-8124 or 419/991-3210.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

Sun, July 21

CALIFORNIA TRIALS - AMA/ French Cup Vintage, Sacramento. Info: 916-753-2519.

CANADIAN/B.C. MOTOCROSS - CMA Race. Mission Raceway Park. Info: 604/533-0233.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Orlando MX Park, Orlando. Info: 407/333-2356.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* KANSAS MOTOCROSS - KMSA/In Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS ENDURO - NETRA, Tri State, Oxford. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Middleboro. Info: 413/772-0685.

* MISSOURI HARE SCRAMBLER - Show-Me Motorsports, Suzuki & Yamaha, Jefferson City. Info: 573/295-4324.

* NEVADA MOTOCROSS - CMC/Vintage Bike Race, Silverstate Motocross, Carson City. Info: 702/267-4392.

NEVADA VINTAGE MX & SWAPMEET - AHRMA Rules Apply for MX, Silverstate Raceway, Carson City. Info: 702/267-4996.

* NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., Harpursville. Info: 607/693-3215 or 693-2634.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. Noonan. Info: 701/343-2094

NEW YORK MOTORCYCLE RACES - Silver Springs. Info: 716/786-5596

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OHIO HARE SCRAMBLES - CRA/Salem Motorcycle Club, Salem. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - Amherst Meadowlarks M.C., Amherst. Info: 216/988-9100.

OHIO HARE SCRAMBLES - Ohio State Championship. Constitution Ridge Raceway, Belpre. Info: 614/593-6704.

* PENNSYLVANIA MOTOCROSS & POKER RUN - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* PENNSYLVANIA MOTOCROSS - MX/HS, Racer Productions, Summer Sizzler, Brownsville. Info: 304/284-0084.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

VIRGINIA MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Virginia State Championship, Pro Sport, Wytheville. Info: 423/323-5497.

* WYOMING MOTOCROSS- HPMA/Riverton Dirt Squirts, Riverton. Info: 307/856-4338.

Tues, July 23

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

*ILLINOIS ARENA-CROSS - Southern Illinois ATVers, Saline County Fairgrounds, Harrisburg. Info: 618/268-6216.

Wed, July 24

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* NEW YORK SUPERCROSS SERIES- Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

July 26-28

CALIFORNIA DESERT RACE - Baja Promotions, The Triple Crown of Cal-City High Desert Series/The Midnight Romp II 150, California City. Info: 818/992-6355.

Fri, July 26

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* KANSAS DIRT TRACK - Vintage Dirt Track Racers Assn., 1/2 mile vintage only, Norton Kansas Fairgrounds, Norton. Info: 918/836-6999.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

* NEVADA MOTOCROSS - CMC/Michael's Reno Suzuki & Yamaha Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NORTH CAROLINA FLAT TRACK - Dixie Land Speedway, Elizabeth City. Info: 919/335-7412.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

July 27-28

CALIFORNIA DUAL SPORT - AMA/District 37, Inyo 250cc Dual Sport Trail Ride, Lone Pine. Info: 818/348-8381.

* IDAHO MOTOCROSS - Wild West Nationals, Pocatello Motorsports, Pocatello. Info: 801/972-5074.

KENTUCKY DRAG RACE - AMRA, Southern Region, 1/4 mile, Beech Bend Raceway Park, Bowling Green. Info: 708/250-0838.

* MARYLAND MOTOCROSS - AMA/Dist. 7 & 13, Maryland State Championship, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.0174

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/Baja Acres Motocross, Vint. Series, Baja Acres. Millington. Info: 517/871-3356.

OHIO HILLCLIMB - AMA/Pioneer Motorcycle Club, Amateur Hillclimb National, Waterford. Info: 614/984-2297.

* OHIO MOTOCROSS - Pro-Am Practice, Kenworthy's Motocross. Troy. Info: 513/33-4763.

WISCONSIN TRIALS - W.O.T.A., Silvermound, Hixton. Info: 715/963-5821.

Sat, July 27

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 7, Las Banos. Info: 209/673-8080.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carsbad Raceway. Info: 619/484-1441.

CALIFORNIA SUPERCROSS - Night Racing, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845.

CALIFORNIA CRUISE NIGHT - Mikuni Calendar Bike Show Weekend, Peterson Automotive Museum, Los Angeles. Info: 213/964-6356.

* CALIFORNIA SHORT TRACK - AMA/District 36 Stockton Motorcycle Club, Hills Ferry Raceway, Newman. Info: 209/463-6224.

* CALIFORNIA MOTOCROSS - Over The Hill Gang, Night Race, Starwest, Moreno Valley. Info: 310/864-6875.

COLORADO MOTOCROSS - IMI, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

* KENTUCKY 1/2 MILE DIRT TRACK - Pro-Am/Semi-Pro AMA Fast Track Racing-Summer Thunder Series, Bluegrass Speedway, Bardstown. Info: 219/486-7172.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA ENDURO - Sandbar Enduro. Big Rock Motorsports, Helena. 406/442-2698

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* OHIO MOTOCROSS - Dunlop/FMF Amateur Race Day, Kenworthy's Motocross. Troy. Info: 513/33-4763.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* SOUTH CAROLINA MOTOCROSS NIGHT RACING - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

VIRGINIA MOTOCROSS ALL CLASSES - Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

* VIRGINIA MOTOCROSS - AMA/Saturday Night Motocross, Danville. Info: 804/836-3633.

* WISCONSIN 1/4 MILE FLAT TRACK - Badger Racing Association Club, Colombia County Fairgrounds, Portage. Info: 414/699-3387.

July 28-Aug 2

MICHIGAN DUAL SPORT - AMA/Cycle Conservation Club, Dual Sport Trail Ride Series, Newberry. Info: 517/782-4567.

Sun, July 28

* ALABAMA MOTOCROSS - 250cc A-B-C, Kilpatrick Moto-X, Albertville. Info: 205/561-3495.

CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach, Long Beach. Info: 310/426-4641.

CALIFORNIA SPORT AND RACEBIKE SHOW - Mikuni Calendar Bike Show Weekend, With Racing and Tuning Seminars, Santa Monica Airport Museum, Santa Monica. Info: 310/392-8822.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, endurance race, Mountain View, Mead. Info: 303/530-5678.

COLORADO MOTOCROSS - SRAC/CMP, Aurora. Info: 800/242-6581.

CONNECTICUT HARE SCRAMBLES - NETRA, Belltown Scrambles, E. Hampton. Info: 203/875-5757.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Pepsi/Air Dania MX Park, Dania. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

KENTUCKY HARE-SCRAMBLE - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Southwick. Info: 413/772-0685.

NEW YORK MOTOCROSS - AMA/MSC/Dist 34/Fall Series/North East MX Series (Formerly Tucker Rocky) Honda, Kawasaki, Suzuki & Yamaha Contingencies, Walden Playboys M.C., Walkill. Info: 914/561-2126.

NEW YORK TRIALS - District 4, vintage - non- points, Sodus. Info: 315/331-6649.

* NEW YORK MOTOCROSS - W.N.Y.S.C., Seventh Annual Dunlop Day, Hunt Motocross Park, Hunt. Info: 716/476-2697.

* OHIO MOTOCROSS - 125/250cc Dunlop Pro National, Kenworthy's Motocross. Troy. Info: 513/33-4763.

* OHIO MOTOCROSS - CRA/Ohio International Raceway, Ravenna. Info: 216/369-5993.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* OKLAHOMA DIRT TRACK - Vintage Dirt Track Racers - AMA, 1/2 mile, Oklahoma City Fairgrounds, Oklahoma City. Info: 918/836-6999.

OREGON ENDURO - OMRA/NORA M/C Inc., ISDE Series/Lone Squirrel ISDE, points event, Tillamook. Info: 503/678-2779.

* VIRGINIA MOTOCROSS - AMA/District 13, Hammerhead Grand Championship Motocross Series, Danville. Info: 804/836-3633.

WASHINGTON MOTOCROSS - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

WASHINGTON POKER RUN - Northwest M/C Assn./Bremerton Cruisers M.C., Sadie Creek. Info: 360/405-1176 or 206/242-7044.

Mon. July 29

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

July 30- Aug 3

OKLAHOMA MOTOCROSS - NMA, Grand National Championship, Ponca City. Info: 310/868-8112.

Tues, July 30

CANADIAN/B.C. MOTOCROSS - Night Racing, Mission Raceway Park. Info: 604/533-0233.

Wed, July 31

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes Plus Pro and XR100 (No Knobbies) Silencers Required, Baltimore County Trail Riders Assoc. & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

Thur, Aug 1

* ILLINOIS STADIUM MOTOCROSS - AMA Co. Fair Race/Suzuki Dual State Challenge, McHenry Co. Fairgrounds, Woodstock. Info: 815/728-0823 after 5:30 pm.

Fri, Aug 2

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle swap meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Chico. Info: 916/347-6686.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600cc Pro, ProAm, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

NEVADA MOTOCROSS - CMC/Shaun Palmer's Pro Snow Boarders Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

OHIO MOTORCYCLE RACING - Pro-Am AMA Sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

Aug 3-4

CALIFORNIA DUAL SPORT - AMA/Big Bear Trail Riders, Big Bear Lake. Info: 909/585-7544.

MICHIGAN DRAG RACE - AMRA, National, 1/4 mile, Milan International Raceway, Milan. Info: 708/250-0838.

Sat, Aug 3

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross R6, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 8, Las Banos. Info: 209/673-8080.

COLORADO SHORT TRACK & TT - IMI/Dirt Karts/ QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

KENTUCKY MOTORCYCLE SUPERCROSS - Night Races, Hillbilly Raceway, Hatfield. Info: 606/353-4740

* KENTUCKY SUPERCROSS - Saturday Night, AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

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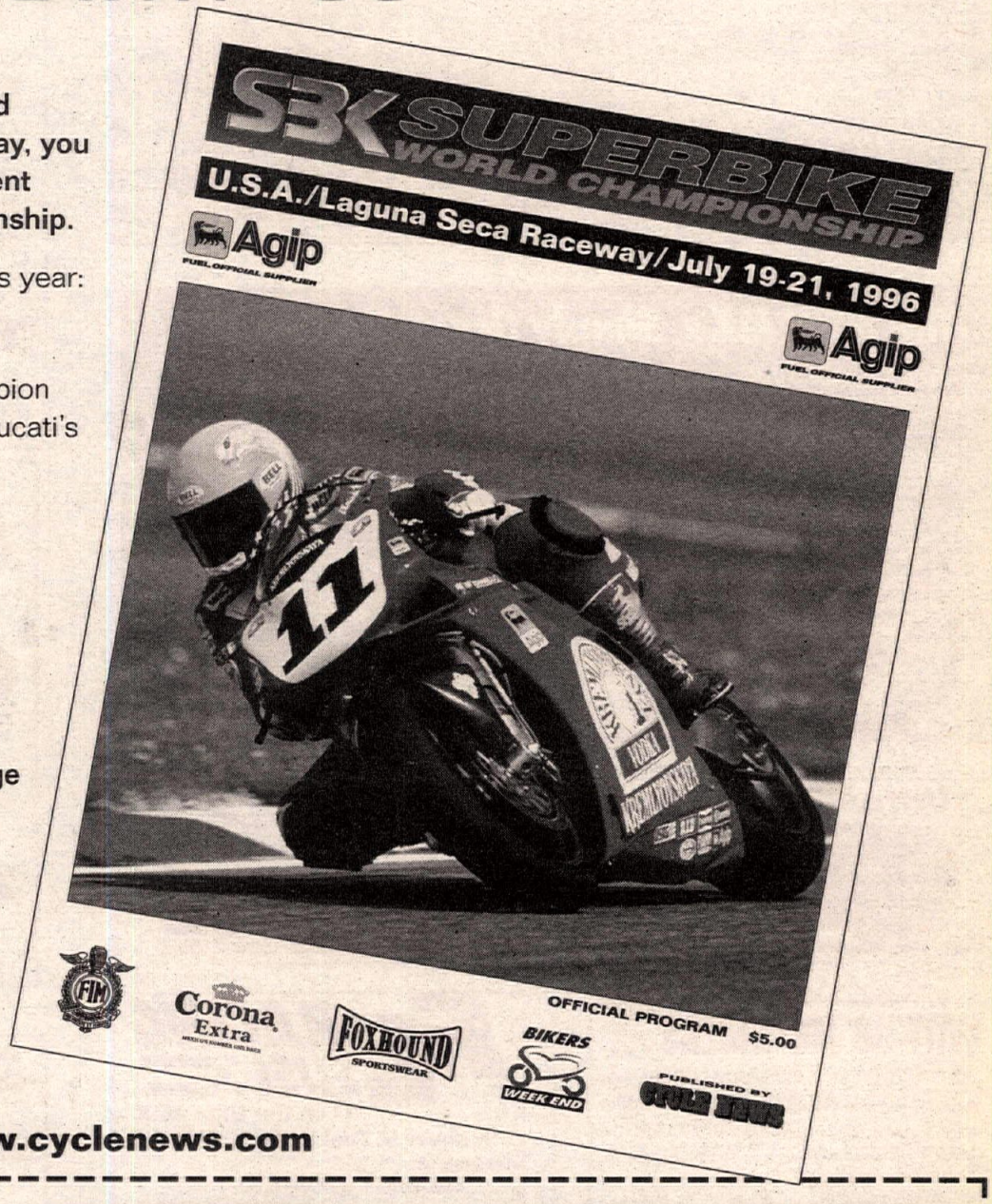

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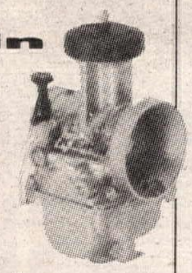

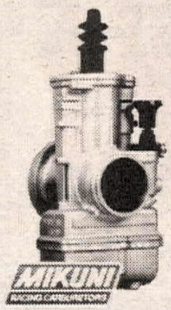

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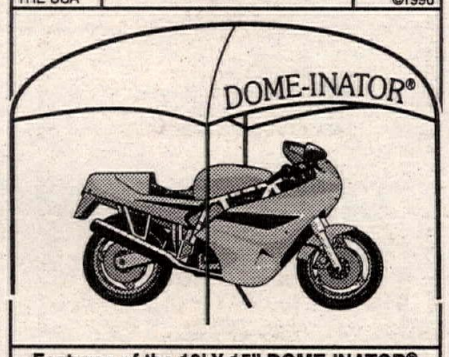

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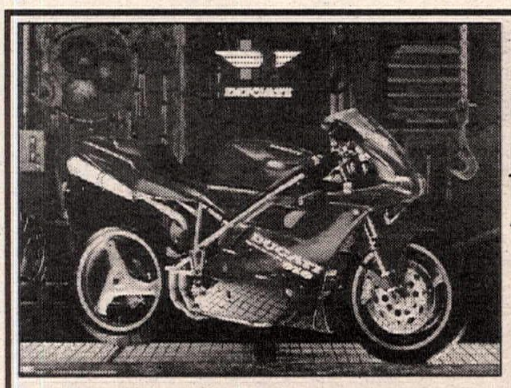
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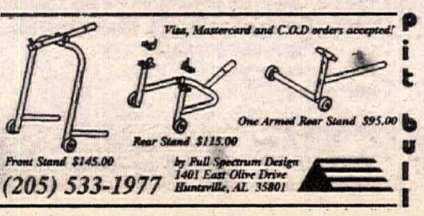
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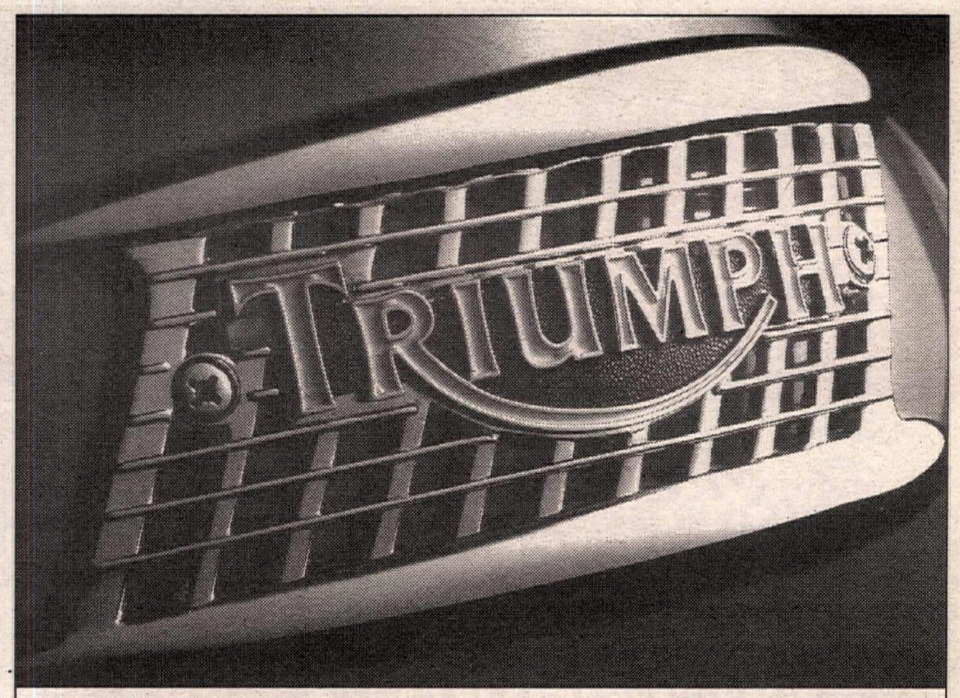

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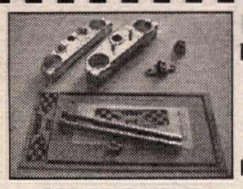

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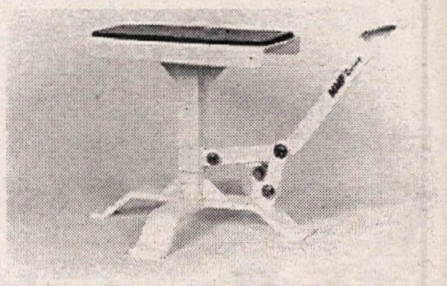

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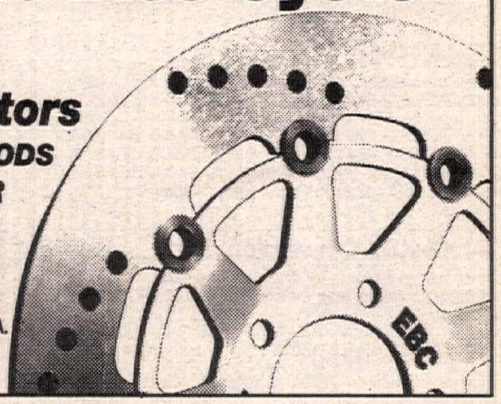

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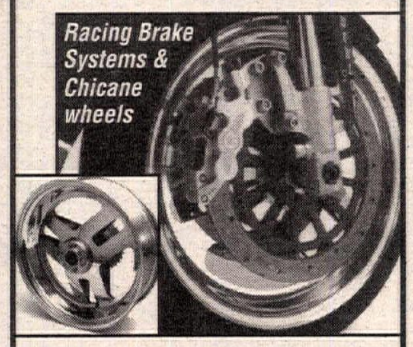

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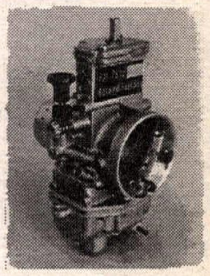

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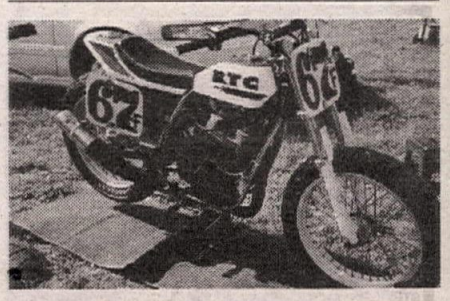

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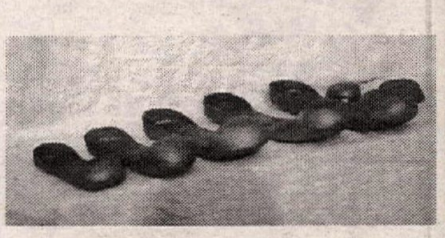

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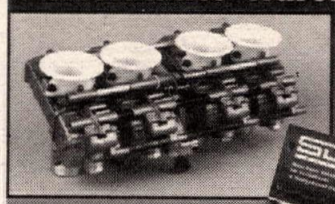

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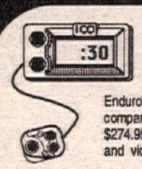

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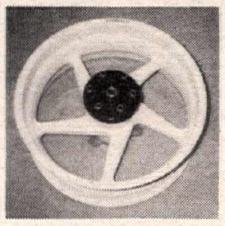

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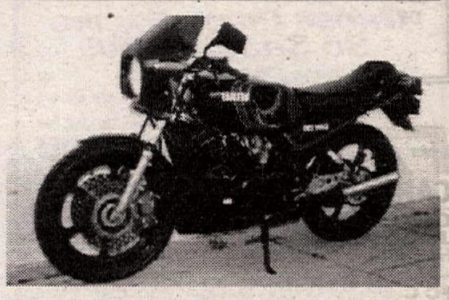

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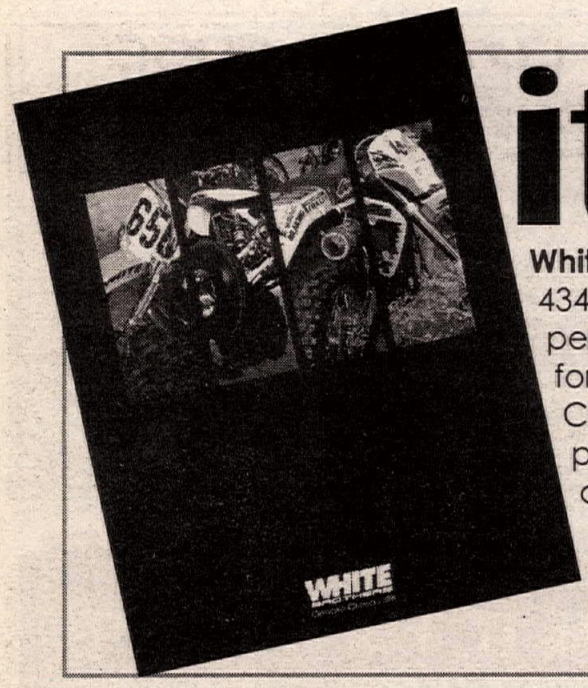

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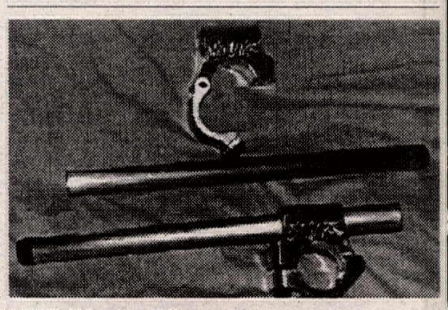

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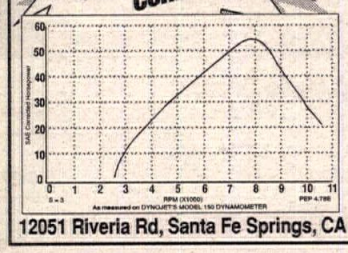

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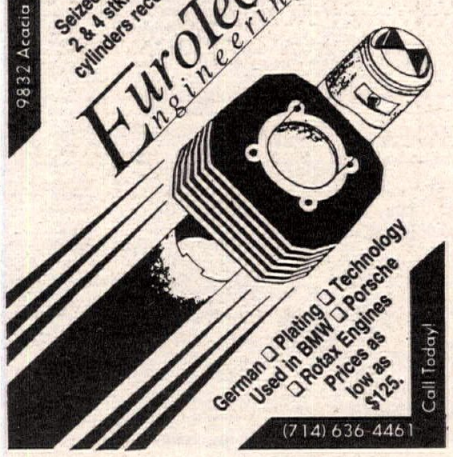

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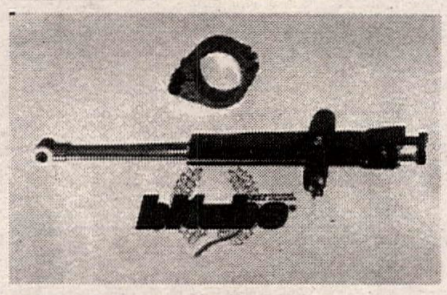

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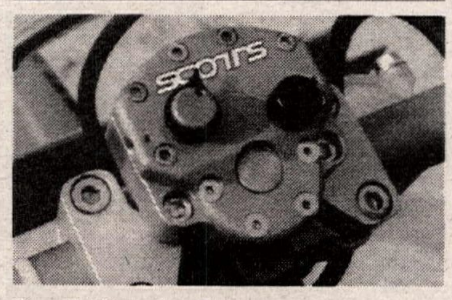

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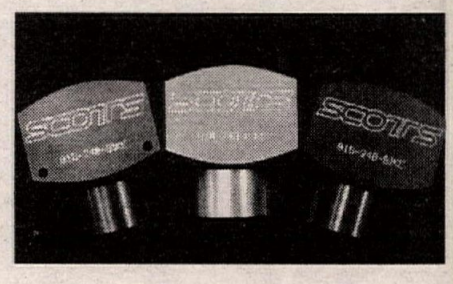

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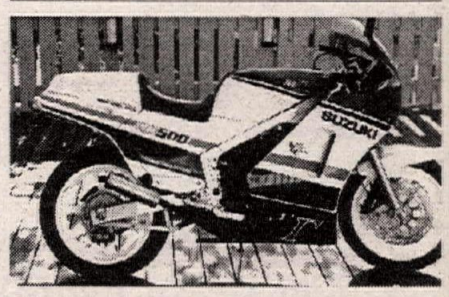

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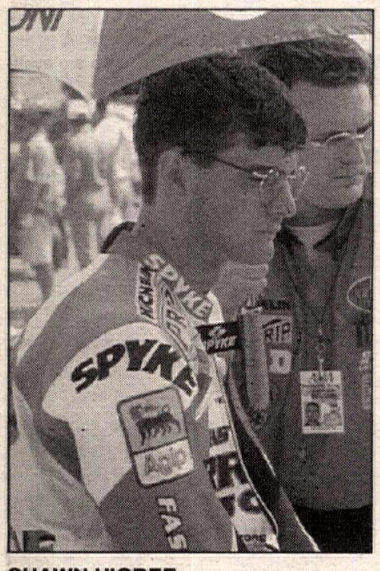
1996 Championship Point Standings

LEADERBOARD



SHAWN HIGBEE

ROAD RACING

500cc WORLD CHAMPIONSHIP
(After 7 of 15 rounds)

1. Michael Doohan (Hon), Australia (146/5 wins)
2. Alex Criville (Hon), Spain (93)
3. Alex Barros (Hon), Brazil (83)
4. Luca Cadalora (Hon), Italy (81/1 win)
5. Norifumi Abe (Yam), Japan (68/1 win)
6. Scott Russell (Suz), Alpharetta, GA (62)
7. Alberto Puig (Hon), Spain (57)
8. Jean-Michel Bayle (Yam), France (54)
9. Carles Checa (Hon), Spain (44)
10. Tadayuki Okada (Hon), Japan (41)

250cc WORLD CHAMPIONSHIP
(After 7 of 15 rounds)

1. Max Biaggi (Apr), Italy (161/4 wins)
2. Ralf Waldmann (Hon), Germany (101/1 win)
3. Tetsuya Harada (Yam), Japan (97/1 win)
4. Luis D'Antin (Hon), Spain (69)
5. Jurgen Fuchs (Hon), Germany (67)
6. Nobuatsu Aoki (Hon), Japan (59)
7. Oliver Jacque (Hon), France (56)
8. Tohru Ukawa (Hon), Japan (44)
9. J.P. Ruggia (Hon), France (40)
10. Luca Boscoscuro (Apr), Italy (33)

125cc WORLD CHAMPIONSHIP
(After 7 of 15 rounds)

1. Haruchika Aoki (Hon), Japan (130/1 win)
2. Emilio Alzamora (Apr), Italy (81/1 win)
3. Noboru Ueda (Hon), Japan (79)
4. Tomomi Manako (Hon), Japan (77)
5. Masaki Tokudome (Hon), Japan (75/2 wins)
6. Stefano Perugini (Apr), Italy (74/2 wins)
7. Peter Oettl (Hon), Germany (62/1 win)
8. Kazuto Sakata (Apr), Japan (52)
9. Valentino Rossi (Apr), Italy (46)
10. Ivan Goi (Hon), Germany (41)

WORLD SUPERBIKE CHAMPIONSHIP
(After 5 of 12 rounds)

1. Aaron Slight (Hon), New Zealand (173/1 win)
2. Troy Corser (Duc), Australia (164/4 wins)
3. Carl Fogarty (Hon), Great Britain (149/2 wins)
4. John Kocinski (Duc), Modesto, CA (128/2 wins)
5. Colin Edwards II (Yam), Conroe, TX (110)
6. Pier-Francesco Chili (Duc), Italy (108/1 win)
7. Simon Crafar (Kaw), New Zealand (79)
8. Anthony Gobert (Kaw), Australia (59)
9. Christer Lindholm (Duc), Sweden (48)
10. Keith McCarthy (Suz), Australia (38)

AMA SUPERBIKE SERIES
(After 7 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (213/1 win)
2. Miguel DuHamel (Hon), Canada (198/4 wins)
3. Tom Kipp (Yam), Chardon, OH (185)
4. Pascal Picotte (Suz), Canada (179/1 win)
5. Mat Mladin (Suz), Australia (165)
6. Larry Pegram (Duc), Baltimore, OH (148)
7. Shawn Higbee (Duc), Manhattan Beach, CA (141)
8. Aaron Yates (Suz), Milledgeville, GA (121)
9. James Randolph(Suz), Santa Rosa, CA (107)
10. Al Salaverria (H-D), San Fransico, CA (104)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 7 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (228/4 wins)
2. Thomas Stevens (Kaw), Sanibel Island, FL (206)
3. Doug Toland (Hon), Buena Park, CA (177)
4. Gerald Rothman Jr. (Hon), Manchester, CT (172)
5. Ben Bostrom (Hon), Redondo Beach, CA (165)
6. Andrew Stroud (Hon), New Zealand (158/1 win)
7. Todd Harrington (Kaw), St. Charles, IL (148/1 win)
8. Matt Wait (Hon), Lodi, CA (143)
9. Mike Smith (Kaw), Canton, GA (126/1 win)
10. Brian Parriott (Hon), Calistoga, CA (114)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 7 of 10 rounds)

1. Pascal Picotte (Suz), Canada (236/3 wins)
2. Aaron Yates (Suz), Milledgeville, GA (234/4 wins)
3. Mark McDaniel (Suz), Santa Rosa, CA (193)
4. Michael Barnes (Suz), Boca Raton, FL (188)
5. Mark Miller (Suz), Long Beach, CA (161)
6. Jim Leslie (Suz), Ridgefield, CT (147)
7. James Randolph (Suz), Santa Rosa, CA (129)
8. Mark Black (Suz), Austin, TX (128)
9. Dale Kieffer (Suz), St. George, UT (111)
10. Doug Chandler (Kaw), Salinas, CA (107)

AMA 250cc GRAND PRIX SERIES
(After 7 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (252/7 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (198)
3. Kristian Kass (Yam), Paramount, CA (197)
4. Mark Foster (Yam), San Juan Capistrano, CA (176)
5. Perry Melneciuc (Hon), Lehigh Acres, FL (153)
6. Cliff Tolley (Yam), Long Beach, CA (151)
7. Bobby Keith (Yam), Redwood City, CA (147)
8. John France (Hon), Melbourne, FL (126)
9. Jason Roth (Yam), Dublin, CA (114)
10. Roland Sands (Yam), Long Beach, CA (113)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 7 of 11 rounds)

1. Matt Wait, Lodi, CA (214/3 wins)
2. Ben Bostrom, Redondo Beach, CA (213/3 wins)
3. Nate Wait, Lodi, CA (175)
4. Dave Estok, Daytona Beach, FL (169/1 win)
5. Hikaru Miyagi, Newport Beach, CA (154)
6. Daigoro Suzuki, Brea, CA (148)
7. Eric Bostrom, Marina Del Rey, CA (144)
8. Mark Black, Austin, TX (137)
9. Brian Gibbs, Stockbridge, GA (131)
10. Lance Jones, St. Louis, MO (113)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

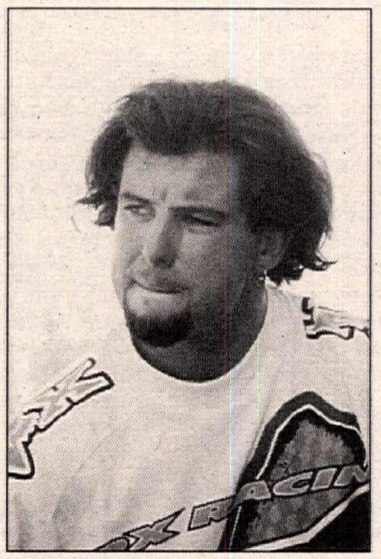
1. Jeremy McGrath (Hon), Canyon Lake, CA (372/14 wins)
2. Jeff Emig (Kaw), Riverside, CA (240/1 win)
3. Ezra Lusk (Suz), Bainbridge, GA (215)
4. Ryan Hughes (Kaw), Escondido, CA (202)
   Phil Lawrence (Kaw), Menifee, CA (202)
6. Mike LaRocco (Suz), South Bend, IN (200)
7. Damon Bradshaw (Yam), Mooresville, NC (187)
8. Larry Ward (Hon), Florence, SC (178)
9. Damon Huffman (Kaw), Acton, CA (172)
10. Brian Swink (Hon), Reddick, FL (156)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 11 of 11 rounds)

1. Mickael Pichon (Kaw), France (232/6 wins)
2. John Dowd (Yam), Chicopee, MA (207/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN (162)
4. Scott Sheak (Suz), Hudson, NY (137)
5. Brian Deegan (Hon), Bellevue, NE (136)
6. Tim Ferry (Suz), Palm Harbor, FL (128)
7. Cory Keeney (Yam), Oakdale, MN (109)
8. Davey Yezek (Suz), Mount Pleasant, PA (106)
9. Brry Carsten (Suz), Bayville, NJ (90)
10. Shaun Perolio (Kaw), Tampa, FL (79)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (170/6 wins)
2. James Dobb (Suz), Corona, CA (127)
3. Kim Ashkenazi (Hon), Australia (99)
4. Greg Schnell (Suz), Cucamonga, CA (97)
5. Mike Brandes (Suz), Ukiah, CA (89)
6. Casey Johnson (Kaw), Hesperia, CA (85)
7. Pedro Gonzalez (Hon), Mexico (73)
8. Jeff Willoh (Hon), Glendale, CA (58/1 win)
9. David Pingree (Kaw), Menifee, CA (52)
10. David Vuillemin (Kaw), France (45)



JEREMY McGRATH

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 6 of 13 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (291/5 wins)
2. Jeff Emig (Kaw), Riverside, CA (249/1 win)
3. Mike LaRocco (Suz), South Bend, IN (192)
4. Greg Albertyn (Suz), Corona, CA (181)
5. Doug Henry (Yam), Oxford, CT (152)
6. Brian Swink (Hon), Reddick, FL (150)
7. Kyle Lewis (Yam), Rosamond, CA (147)
8. Jimmy Button (Yam), Phoenix, AZ (141)
9. Larry Ward (Hon), Florence, SC (140)
10. Phil Lawrence (Kaw), Menifee, CA (137)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 6 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA (266/4 wins)
2. John Dowd (Yam), Chicopee, MA (199)
3. Kevin Windham (Yam), Baton Rouge, LA (182/2 wins)
4. Mickael Pichon (Kaw), France (147)
   Tim Ferry (Suz), Palm Harbor, FL (147)
6. James Dobb (Suz), Corona, CA (143)
7. Buddy Antunez (Kaw), Moreno Valley, CA (142)
   Ezra Lusk (Suz), Bainbridge, Ga (142)
9. Scott Sheak (Suz), Germantown, NY (135)
10. Michael Craig (Hon), Lakeside, CA (111)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 5 of 22 rounds)

1. Will Davis (H-D), Goldsboro, NC (99/2 wins)
2. Scott Parker (H-D), Swartz Creek, MI (74/3 wins)
   Rich King (Hon), Waterloo, IA (74)
4. Joe Kopp (H-D), Mica, WA (70)
5. Steve Morehead (H-D), Findlay, OH (57)
6. Kevin Varnes (Hon), Pottstown, PA (51)
7. Kevin Atherton (H-D), White Pigeon, MI (39)
8. Dave Camlin (H-D), Rock Island, IL (38)
9. Brett Landes (Hon), Los Gatos, CA (34)
10. Georgie Price IV (H-D), Sicklerville, NJ (30)

AMA 883cc NATIONAL CHAMPIONSHIP SERIES
(After 4 of 15 Rounds)

1. Nate Wait (H-D), Lodi, CA (49)
2. Georgie Price IV (H-D), Sicklerville, NJ (45/1 win)
3. Jess Roeder (H-D), Monroeville, OH (42/1 win)
4. Mike Hacker (H-D), Prince George, VA (39/1 win)
5. J.R. Schnabel (H-D), West Bend, WI (35)
6. Scott Stump (H-D), Marion, OH (34)
7. Jason Fletcher (H-D), Gaylordsville, CT (29)
8. Shaun Russell (H-D), San Jose, CA (27)
   Jay Springsteen (H-D), Lapeer, MI (27)
10. Eric Bostrum (H-D), Marina Del Ray, CA (24)

AMA 600cc NATIONAL CHAMPIONSHIP SERIES
(After 1 of 3 rounds)

1. Steve Morehead (Rtx), Findlay, OH (23/1 win)
2. Georgie Price IV (Rtx), Sicklerville, NJ (19)
3. Ricky Graham (Hon), Salinas Valley, CA (16)
4. Rich King (Hon), Waterloo, IA (15)
5. Charlie Orr (Rtx), Dallas, TX (14)
6. Roger Durkee (Rtx), Dudley, MA (13)
7. Brett Landes (Rtx), Los Gatos, CA (12)
8. Kevin Atherton (Rtx), White Pigeon, MI (11)
9. Davey Camlin (Rtx), Rock Island, IL (10)
10. Terry Poovey (Rtx), Euless, TX (9)

SPEEDWAY

WORLD INDIVIDUAL CHAMPIONSHIP SERIES
(After 2 of 6 rounds)

1. Hans Nielsen (Jaw), Denmark (43/1 win)
2. Tommy Knudsen (GM), Denmark (41/1 win)
3. Tony Rickardsson (Jaw), Sweden (38)
4. Billy Hamill (GM), Monrovia, CA (36)
5. Gary Havelock (GM), Great Britain (27)
6. Greg Hancock (GM), Costa Mesa, CA (25)
7. Henrik Gustafsson (GM), Sweden (18)
8. Chris Louis (GM), Great Britain (17)
9. Craig Boyce (GM), Australia (12)
   Marvyn Cox (GM), Great Britain (12)

OFF-ROAD

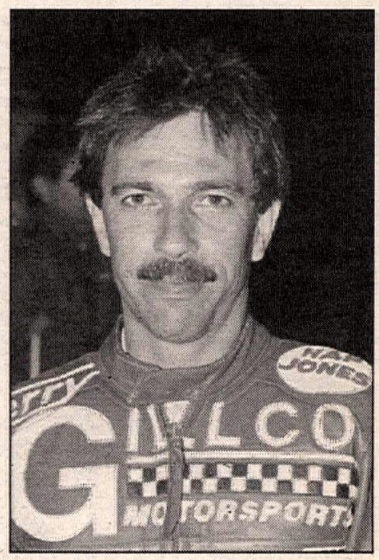
AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 5 of 9 rounds)

1. Randy Hawkins (Suz), Travelers Rest, SC (119/2 wins)
2. Ty Davis (Kaw), Hesperia, CA (106/3 wins)
3. Michael Lafferty (KTM), Millville, NJ (91)
4. Kevin Hines (CRE), East Wareham, MA (86)
5. Steve Hatch (Suz), Ithaca, NY (73)
6. Matt Stavish (KTM), Blaine, MN (55)
7. Kelby Pepper (Kaw), Center, CO (40)
8. Kevin Bennett (TM), Millville, NJ (28)
9. Patrick Garrahan (Kaw), Boulder Creek, CA (25)
10. Jason Dahners (KTM), Redmond, WA (23)

RANDY HAWKINS

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds)

1. Greg Zitterkopf (Kaw), Chino, CA (94/1 win)
2. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
3. Paul Krause (Kaw), Irvine, CA (71)
4. Destry Abbott (KTM), Phoenix, AZ (65)
5. Jeff Capt (Hon), Glendora, CA (59)
6. Johnny Campbell (Hon), San Juan Capistrano, CA (58)
7. Donnie Book (Kaw), Gypsum, CO (44)
8. Abe Baumann (Kaw), Garden Grove, CA (42)
9. Jim Gray (KTM), Gunnison, CO (41)
10. Steve Hengeveld (Kaw), Phelan, CA (32)



TERRY POOVEY

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (96/2 wins)
2. Steve Hatch (Suz), Ithaca, NY (75)
3. Jason Dahners (KTM), Redmond, WA (67)
4. Eric Mashbir (Hon), Oakland, CA (41)
5. Brian Garrahan (Kaw), Boulder Creek, CA (39)
6. Cole Marshall (Hon), Boulder Creek, CA (38)
7. Patrick Garrahan (Kaw), Boulder Creek, CA (30)
   Scott Summers (Hon), Petersburg, KY (30/1 win)
   Ty Davis (Kaw), Hesperia, CA (30/1 win)
10. Rob Kopp (Kaw), Mica, WA (29)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 12 rounds)

1. Steve Hatch (Suz), Ithaca, NY (128/2 wins)
2. Scott Summers (Hon), Petersburg, KY (111/4 wins)
3. Duane Connor (Yam), Washington, PA (99)
4. Randy Hawkins (Suz), Travelers Rest, SC (93)
5. Scott Plessinger (KTM), Hamilton, OH (92/1 win)
6. Rodney Smith (Suz), Oakley, CA (83)
7. Frank Keegan (Yam), Canonsburg, PA (79)
8. Gene Onail (Kaw), The Plains, OH (63)
   Fred Andrews (Yam), Salem, OH (63)
10. Doug Blackwell (Yam), Parkersburg, WV (62)

AMA/NATC NATIONAL TRIALS SERIES
(After 1 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (30/1 win)
2. Ryan Young (G-G), Lexington, KY (25)
3. Olivier Clamagirand (G-G), Brea, CA (21)
4. Jess Kempkes (G-G), Lincoln, NE (18)
5. Mark Manniko (G-G), Aurora, CO (16)
6. Raymond Peters (Sco), Moreland, NY (15)
7. Mike Guns (Bet), Canada (14)
8. Matt Moore (G-G), Sapulpa, OK (13)
9. Dennis Sweeten (Bet), Salem, OR (12)
10. Ryon Bell (G-G), Canada (11)

WORLD CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 6 of 10 rounds)

1. Marc Colomer (Mon), Spain (109/3 wins)
2. Dougie Lampkin (Bet), Great Britain (98/2 wins)
3. Jordi Tarres (G-G), Spain (90/1 win)
4. Bruno Camozzi (G-G), Italy (68)
5. Kenichi Kuroyama (Bet), Japan (64)
6. Amos Bilbao (G-G), Spain (62)
7. Takahisa Fujinami (Hon), Japan (44)
8. Marcel Justribo (Bet), Spain (36)
   Graham Jarvis (Sco), Great Britain (36)
10. Steve Colley (G-G), Great Britain (32)

IN THE TAPES

By Scott Rousseau

Why do I think AMA Pro Racing will fail the AMA Grand National Championship Series?

Who cares?

At least that's the overwhelming sense that I got after speaking with the top of the top of AMA Pro Racing, Chairman of the Board Cary Agajanian, during a recent media day for the new Las Vegas Motor Speedway in Las Vegas, Nevada. Agajanian was there on behalf of the United States Automobile Club of which he is the executive vice president, and its fledgling Indy Racing League - not as Chairman of the Board of AMA Pro Racing, which didn't surprise me. Nor did it bother me in the slightest - at first. After all, when a man wears as many hats as Agajanian does, it's probably a good idea to wear the biggest one at a function such as this. But hey, at least he was in good company. Indy Racing League founder Tony George was there to speak, as was one of the top administrators from NASCAR.

AMA Pro Racing had Communications Manager Larry Lawrence - not Agajanian, not Executive Director Tom Mueller nor Professional Competition Director Merrill Vanderslice. And Lawrence told me that he wasn't even aware that he was going to be speaking. That's representation for you.

In his defense, Lawrence gave as good a presentation as any of the other sanctioning-body dignitaries on hand. He mentioned that the AMA was looking forward to running the upcoming AMA National Road Race on November 5-6, and that one day the sanctioning body hoped to put together a weekend which would include "a Grand National dirt track on the speedway's half-mile clay oval and a motocross on the..." blah, blah blah.

And that's when I got to thinking about the current climate of Grand National dirt track racing, which I guess is pretty much what I'm paid to think about where it pertains to my role at *Cycle News* - and that suits me just fine. I saw Agajanian, and I started thinking about some of the real boners that have been pulled with regard to the rules-making in dirt track racing, purses, points funds and how unhappy many of the team owners are in their relationship with AMA Pro Racing at this point. So I thought that I would say hello, shake his hand and explain what I've been hearing. Agajanian listened to their complaints as best as I could voice them and then responded in a manner which I guess I would have expected. His reply?

"Who cares? There are so many more important issues that need to be addressed in Pro Racing than whether or not dirt trackers like it if the sanctioning body makes a fuel rule. They're not supposed to get along with the sanctioning body."

Listening to him, it occurred to me that this was not the first time that Agajanian had heard what was going on, a fact that he later backed up by commenting that he had spoken with F&S Harley-Davidson team owner Gary Stolzenburg about the same thing just the other day. What did bother me was that when he discussed the rules-making further, and how they are made, Agajanian either could not, or would not make the distinction between the three disciplines of AMA professional racing.

"Motorcycles are motorcycles," he told me. "They've got two wheels just like a car has four wheels." He went on to say that there was nothing wrong with a blanket rule regarding the fuel for that very reason. He cited NASCAR and its many forms of stock car racing as a perfect example.

I think it's a crappy example. Take a look at the NHRA. It's one of the top auto sanctioning bodies in the world, and it doesn't seem to have the same rules "vision" that AMA Pro Racing has. I wonder if when they make a fuel rule in the NHRA, do the fuel dragsters and the Pro Stock guys all have to abide by it? Especially if, say, the Pro Stock guys start dumping some kind of horsepower-producing dope in their fuel, like nitromethane for example? If nitro is banned from Pro Stock (it is of course - we're speaking in hypotheticals here) then by Agajanian's line of reasoning, it should be banned from the Top Fuel and Funny Car categories as well because they all "have four wheels."

Well then, somebody tell Ben Bostrom that he can roll his XR750 out of the truck, slap a fairing on the thing and compete in the Superbike class at Brainerd in two weeks. Or hell, slap some trick 10-inch suspenders on the thing and take it to Red Bud. Motorcycles are motorcycles... Get a new pair of glasses, Cary.

The AMA rulebook lists equipment rules for each of the three different categories, and yet because one of the factory motocross teams was using "cheater fuel" in supercross, the dirt track racers (and the road racers for that matter) now get to abide by the same rule as the cheaters. Blanket legislation hurt a group that didn't break the damn rule in the first place and could least afford to be hurt by it. It wasn't broken, but the AMA fixed it. Next time you're in the pits at a Grand National dirt track race, ask some of the teams how easily this fuel rule has been incorporated into their program, what with their access to all the latest in multi-valve combustion chambers and trick solenoid-controlled powerjet carburetors.

Now I may have overstated it, but perhaps the fuel rule is nothing more than an example of the attitude that Agajanian and the rest of the top AMA brass appear to have taken with regard to dirt track. And it gets worse.

I mentioned to Agajanian that I had been hearing the owners were unhappy enough that the possibility existed there could be a rival sanctioning body and/or series coming down the road if the dirt track program did not change course. He replied that he couldn't believe that another sanctioning body would want to get involved with dirt track, because it doesn't make any money. Yet AMA Pro Racing Executive Director Tom Mueller can walk into a meeting with the dirt track owners group and tell them that the dirt track series is one of the top priorities for the sanctioning body? A for-profit sanctioning body prioritizing a group that doesn't make any money? Somebody isn't talking to somebody. And that's where the problem lies, as I see it, when I look to the future of dirt track racing.

You know, if you want to cite an automotive example of what could happen, take a look at the current CART vs. USAC/IRL controversy. Didn't all those CART guys used to race for USAC about 20 years ago? If you think that is a ludicrous parallel, then consider this: The AMA itself had a real fight on its hands just two years ago when Roger Edmondson decided that he was going to take their road racing program away from them. The AMA got lucky having the factories on its side, but that couldn't happen if dirt track were to follow suit, because with the exception of Harley-Davidson, how many factories would remain with the AMA if there were a rival series this time? Just who will the entire Harley-Davidson factory dirt track team (Scott Parker) be racing out there in that AMA Series? Does it have to come to that?

And what about those USAC Silver Crown cars? Didn't they make USAC? Remember the days when they *were* the Indy cars and when driving them was the only way to win the championship? But USAC abandoned them in favor of specialized pavement Indy cars. The Silver Crown series languished, and yet it has only been in the last three years that it has - with only a little attention by the sanctioning body - become one of the crowning jewels in USAC competition again, and it has not needed the help of pavement Indy cars to do so. Heck, if anything, the IRL owes the USAC Silver Crown a little debt of gratitiude for its help in bringing along this Tony Stewart kid.

If cars are cars and motorcycles are motorcycles, then the same lessons apply. Fortunately they are not, and if AMA Pro Racing does not recognize this soon, then I predict that it will lose Grand National dirt track racing - a huge part of the AMA's history - to the few who still care about it for real. The AMA's attitude needs to change, and it needs to start from the top.

But hey, who really cares anyway?

LOOKING BACK...

25 YEARS AGO... JULY 20, 1971

Cycle News announced that **Saddleback Park** was in negotiations with the Irvine Company about expanding the facility into a 2000-acre motorcycle-based recreational haven. Dream on... **Dick Mann** and **Kel Carruthers** battled fiercely in the 100-mile National Road Race at Seattle International Raceway, changing positions nearly 40 times in the 46-lap race until Carruthers experienced a transmission problem near the finish. Carruthers nursed his Yamaha home for second followed by **Don Emde** on a BSA... CZ-mounted **Vlastimil Valek** won the 250cc International class at the Inter-AMA motocross round in Houston, Texas, followed by Husky riders **Jan-Erik Saelquist**, and **Keit Fransn**. **Gary Jones** was the top finishing American on a Yamaha.

15 YEARS AGO... JULY 15, 1981

Suzuki's **Mark Barnett** and Honda's **Chuck Sun** once again took the overall wins in the 125cc and 500cc classes, respectively, at the Red Bud National Motocross in Michigan. Both riders had won Nationals the week before in New York... **Gary Scott's** win at Topeka Half Mile put him into a six-point lead in the Winston Pro Series point standings ahead of **Steve Eklund**, 109-103. **Mike Kidd** finished second while **Ricky Graham** finished third... Italian **Marco Lucchinelli** took advantage of **Kenny Roberts'** and **Randy Mamola's** misfortune's in winning the 500cc class at the 51st running of the Dutch TT at Assen...**Terry Vance** was the big winner in the Pro Stock division at the NMRA Spring Nationals held in Columbus, Ohio.

5 YEARS AGO... JULY 17, 1991

Yamaha's **Damon Bradshaw** fought tooth and nail with runner-up **Jeff Stanton** and newly crowned Supercross Champ **Jean-Michel Bayle** to take the overall win in the 250cc class at the Red Bud AMA National Motocross. Kawasaki's **Mike Kiedrowski** won the 125cc class followed by **Guy Cooper** and **Steve Lamson**... The AMA returned to Charlotte Motor Speedway in the form of Superbike racing and **Scott Russell** was the victor in a close battle, with second-place finisher **Miguel DuHamel**, and third-place finisher **Doug Polen**... American **Bobby Moore** closed the gap on 125cc World Championship leader **Stefan Everts** by winning the Irish Grand Prix for the second year in a row. CN

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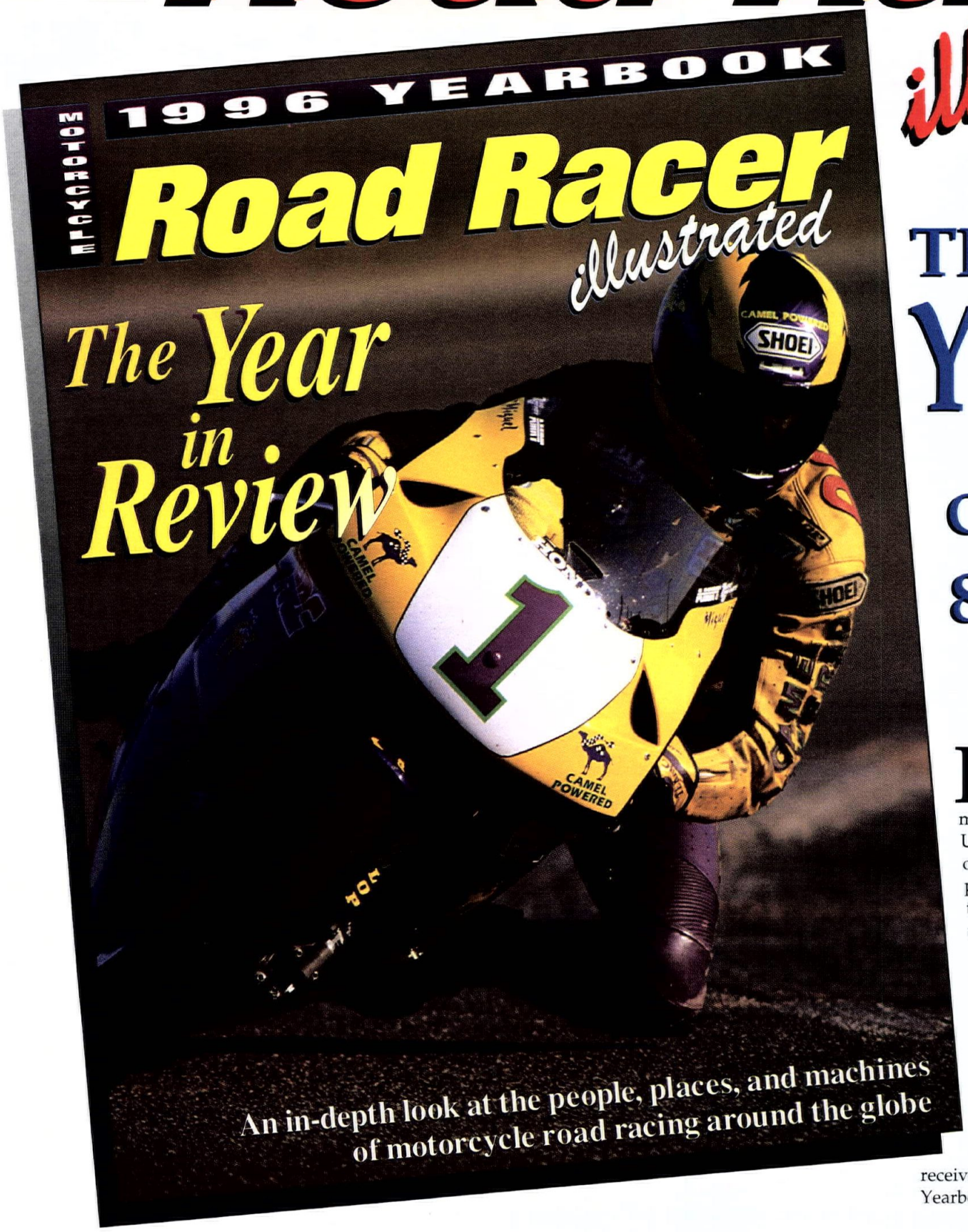

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